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2001 EDITION

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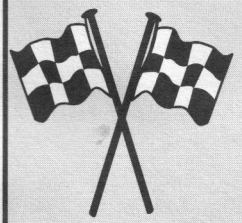

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FOREWORD

Effective January 1, 2001 all SCCA National ***ProRally/ClubRally*** Rules are superseded by the following SCCA ***ProRally/ClubRally*** Rules. The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergencies.

Questions concerning ***ProRally/ClubRally*** Rules clarifications should be addressed to: SCCA Performance Rally Board, C/O Rally/Solo Department, 9033 E. Easter Place, Englewood, CO 80112-2105.

Questions concerning medical issues should be addressed to "Doc" Shrader, ***ProRally/ClubRally*** Medical Administrator (see Section 1.2.C.)

Portions of these Rules are substantially different from previous editions. Therefore, the usual change bars in the left margins are not used in this edition. Participants are advised to read the entire book.

It shall be understood that the ($_{SM}$) mark and/or (®) mark which reference ***ProRally***$_{SM}$***/ClubRally***$_{SM}$, ***RallyCross***$_{SM}$, SCCA® and *SportsCar*® shall be consistent throughout this rulebook without further notation.

Finality of Interpretation and Application

The interpretation and application of the SCCA ***ProRally/ClubRally*** Rules by SCCA officials shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all members, including competitors and officials, expressly agree that:

A. [They] are familiar with the SCCA ***ProRally/ClubRally*** Rules and agree to abide by them;

B. Determinations by SCCA officials are non-litigable;

C. They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and;

D. If a participant, member, competitor or official initiates or maintains litigation in violation of this provision; that participant, member, competitor or official agrees to reimburse SCCA for all costs of such litigation, including travel expenses and attorneys' fees.

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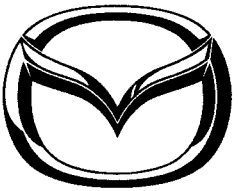

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ARTICLE 1

1. PURPOSE

1.1. *ProRally*

The purpose of the ***ProRally*** series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format prescribed in the SCCA Rules for Organizers (RFO's).

1.2. *ClubRally*

1.2.A. Provide a training ground for event organizers, marshals, and competitors separated from the pressures of the ProRally Championship Series.

1.2.B. Provide events which constitute an attractive, easy entry into the sport for both organizers and competitors with a side product of increased numbers of participating SCCA Regions, organizers, marshals and competitors for the sport, thus increasing the visibility of SCCA, Inc. and SCCA membership.

1.2.C. Provide an area of involvement for those manufacturers and support sponsors whose financial structures do not permit full participation in the ProRally Championship Series.

1.2.D. Provide a "feeder" system of new events, trained marshals, and experienced competitors to ensure the future growth of the ProRally Championship Series with events that become more demanding as they progress up through various layers of competition. The rallies in this series will follow a format prescribed in the RFO's.

1.2.E. Safety and state regulations will be of key importance in competing in, and staging of, ***ProRally*** and ***ClubRally*** Events.

1.2. ADMINISTRATION

1.2.A. Rally/Solo Department

The Rally/Solo Department (RSD) shall be responsible for the development of rules and standards for the conduct of ***ProRally***/***ClubRally*** events and shall establish, supervise, and administer an annual program of events. The RSD shall have complete and final authority on the ***ProRally***/***ClubRally*** Rules (PRR); their implementation, and standards of conduct before, during, and after an event in the ***ProRally*** (National) and ***ClubRally*** (formerly known as Divisional) series.

1.2.B. Performance Rally Board

The SCCA Board of Directors (BoD) shall annually appoint a Chairman and up to six other members annually to the positions of ***ProRally*** Series Steward, National Safety Steward, and ***ClubRally*** Series Manager. The PRB may also establish and appoint advisory positions to assist with special areas of concern. As openings occur on the PRB, vacancies will be announced in FasTrack News in *SportsCar* magazine. All applicants will be reviewed by the PRB and recommendations will be given to the BoD for final approval.

The PRB shall be responsible for the development of rules and procedures for the scheduling,organization, conduct, and supervision of ***ProRally***, ***ClubRally***, and ***RallyCross*** events. To these ends, it shall establish, supervise, and administer an annual program of events. The PRB shall work in concert with the RSD to ensure that ***ProRally***, ***ClubRally***, and ***RallyCross*** rules and procedures mesh smoothly to the benefit of all three programs and the many participants who are active in these programs.

The rules change and development process will follow this general timeline:

1. New concepts will be presented for member comment during the year in FasTrack.
2. Ideas thus presented will be reviewed at the SCCA National Convention. The PRB will then make specific rule proposals, as needed, and present them to the membership in the April issue of *SportsCar*.
3. The member comment period for these rule proposals will extend until the PRB meeting in the late spring. At this meeting rules will be finalized for submission to the BoD at their mid-year meeting.
4. Rules approved by the BoD will be announced in FasTrack.

Duties of the PRB members will include:

Chairman: Organize the efforts for strategic planning for the sport. Schedule and chair PRB meetings, assigning tasks to board members as needed. Serve as the point of contact with the Board of Directors.

ProRally* Series Steward (PRSS):** Responsible for management of the national series, acting as Event Steward at ***ProRally events, or assigning a qualified substitute. Serve as the liaison between the ***ProRally*** organizers and the PRB. Develop a calendar of events by July 1 for the following season. Decide the ***ProRally*** of the Year. Propose candidate rule changes as needed (PRR and RFO's).

ClubRally Series Manager: Oversee the activities of the ***ClubRally*** Stewards, scheduling and chairing meetings as needed. Act as liaison between the ***ClubRally*** Stewards, Organizers, and the PRB. Propose candidate rule changes as needed (PRR and RFO's). Collect final point standings and issue letters of invitation to qualified drivers for the ***ClubRally*** Championship Event. Oversee the development of the Championship Event and the ***ClubRally*** program as a whole.

National Safety Steward: Act as chairman of the Safety Committee, scheduling and chairing meetings as needed. Serve as liaison between the Safety Committee, the Risk Management Department, and the PRB. Responsible for assuring that ***ProRally*** events meet required safety standards, acting as Safety Steward or assigning a qualified substitute.

Other tasks that will be assigned annually to members of the PRB include Competitor Liaison, Secretary/Communication member, Technical member (supervises technical matters and scrutineers, liaison with RSD in these areas).

2000 *Performance Rally* Board

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1.2.C. Performance Rally Safety Committee

One Performance Rally Safety Steward per Division is appointed by the PRB. A member of the PRB will serve as Chairman of this committee and as National Safety Steward. The Performance Rally Safety Committee shall be responsible to the PRB for the development and maintenance of a uniform plan, requirements, and procedures regarding event, competitor, marshal, spectator, and general participant safety for the ***ProRally***, ***ClubRally*** and ***RallyCross*** programs.

Performance Rally Safety Stewards are responsible for ensuring that safety procedures are followed at each ***ClubRally*** or ***RallyCross*** in their Division, either by acting as day-of-event Safety Steward or by assigning or approving a qualified substitute.

CHAIRPERSONS

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National Safety Steward
Safety Committee Chair
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1.2.D. *ClubRally* Stewards

One ***ClubRally*** Steward per Division is appointed by the PRB, subject to the approval of the BoD. The ***ClubRally*** Stewards are responsible to the PRB for developing, supervising, and administering a program of ***ClubRally*** performance rallies and ***RallyCross*** events in accordance with the rules, standards, and procedures established for the ***ClubRally*** and ***RallyCross*** programs. *Specific duties and tasks are outlined in the SCCA **ProRally/ClubRally** Operations Manual. Their duties are as followed:*

a. Maintain liaison with the ***ProRally*** Board and its advisors, appropriate SCCA officials within the Division, event organizers, and competitors.

b. Coordinate scheduling of events within the Division and with other Divisions and the National ***ProRally*** calendar in order to maintain an orderly and successful calendar for ***ClubRally*** participants.

c. Establish, with prior approval from the ***ProRally*** Board, a system of sanction fees for the Division's events in addition to fees required by the National Office as Division's circumstances require. If Divisional fees are established for the Division, the Steward must submit a complete, detailed financial statement to the ***ProRally*** Board at the end of each season the fees are in force.

d. Review event applications for all ***ClubRally*** events held in the Division.

e. Review and issue final approval when standards have been appropriately met for event regulations, road permits, safety plan and pre-check results as provided in the Rules for Organizers.

f. Assign an Event Steward for each event or act in that particular capacity as required. Event Steward duties include heading up the Protest Committee if needed and ensuring that: SCCA membership enrollment and licensing procedures are conducted at registration, a ***ClubRally*** Licensing Seminar is held, and the event is conducted according to the PRR and RFO's.

g. Promote the growth of the sport in the Division through conducting licensing or skill-related rally schools, and by assisting event organizers in the maintenance and improvement of event quality.

h. Make recommendations to the ***ProRally*** Board for the improvement or general development of ***ClubRally*** Rules and program.

i. Make recommendations to the ***ProRally*** Board for annual awards and select the Division's ***ClubRally*** of the Year.

j. Establish the Division's driver and co-driver champion each season, based upon the maintenance of annual points standings.

k. Establish a system of assistants within the Division to assist with the execution of duties and responsibilities.

ClubRally Stewards

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1.3. SCCA ProRally / ClubRally CHAMPIONSHIP

The SCCA ***ProRally*** Championship will be comprised of not more than 12 events in any one calendar year. In order to be eligible for inclusion in the SCCA ***ProRally*** Championship schedule, a proposed event must meet the requirements of the RFO's and be SCCA-sanctioned.

The SCCA ***ClubRally*** events are divided into these categories: Coefficients 1 (Rallysprints and stage format), 2, 3 and ***RallyCross*** events. All rallies are conducted as pure stage format events. ***ClubRally*** Championships, Divisional and National, for drivers and co-drivers will be determined each year by the ***ClubRally*** Series Manager and ***ClubRally*** Stewards.

1.4. RULES / RULES FOR ORGANIZERS (RFO's)

These Rules shall govern all SCCA ***ProRally*** and ***ClubRally*** events. RFO's shall be available to all event organizers with an event on the schedule. The RFO's shall guide the organizer in the preparation and conduct of the event. Organizers of ***ClubRally*** and ***ProRally*** events are responsible to the PRB and RSD for adherence to the RFO's. The RFO's shall not serve as a basis for claim by the contestants.

The RFO's will serve only as the general guidelines for the running of Coefficient 1 ***ClubRally*** events. Some variation, especially in timing or control sign formats, may occur at this level; event regulations must detail event procedures. Event formats may vary dramatically at this level; competitors should study each event's regulations carefully.

Coefficient 2 and 3 ***ClubRally*** events will be conducted in accordance with the ***ProRally*** RFO's as amended by the ***ClubRally*** RFO's (RFO Appendix A).

With prior approval of the PRB and the ***ProRally*** Series Steward (PRSS), ***ClubRally*** events may be run concurrently with a ***ProRally***. Competitors may enter either or both ***ProRally*** and ***ClubRally***(s) as they desire. Driver and co-driver must carry the proper licenses for the event(s) entered.

The RSD reserves the right to make such changes in these Rules, RFO's, and appendices as may be deemed necessary or advisable.

1.5. ACCEPTANCE OF *ProRally*/*ClubRally* RULES

Each rally committee that undertakes to organize a ***ProRally*** or ***ClubRally*** shall be familiar with these Rules and with the appropriate RFO's and shall be bound by them.

Each participant in a ***ProRally*** or ***ClubRally*** shall be familiar with and bound by these Rules. Participation shall constitute evidence of that contestant's acceptance of this provision.

1.6. INSURANCE

1.6.A. Event Liability / Participant Accident coverage

All SCCA-sanctioned events must be insured for Event Liability and Participant Accident coverage by the SCCA Event Insurance Plan. Coverage details can be found in the current copy of the SCCA Insurance Handbook or by contacting the SCCA Risk Management Department. The Event Chairman shall not let the rally begin until assured by receipt of an appropriate insurance certificate that the insurance requirements have been met.

1.6.B. Event Insurance Plan Request Form

Each SCCA ***ProRally*** and ***ClubRally*** must submit a SCCA Event Insurance Plan Request Form and the applicable fees. This insurance request and payment must arrive at the SCCA Risk Management Department at least 14 days prior to the event.

1.6.C. Insurance Policy

For events with public road transit sections, the owner/entrant must warrant having a valid auto insurance policy with liability limits of not less than $100,000/$200,000/$50,000 in force for each vehicle entered (this includes support vehicles). Actual proof of such insurance showing limits must be produced to event officials at registration.

A warrant of insurance (included on official entry form) must be signed by the vehicle owner which states, "I warrant the competition vehicle has current minimum insurance coverage of $100,000/ $200,000/ $50,000 which meets or exceeds the vehicle insurance standards established and required by SCCA." Cars without the required documents will not start.

1.6.D. Incident Reporting

The driver (or owner) of a vehicle participating in a ***ProRally***, ***ClubRally***, or ***RallyCross*** which is involved in an incident resulting in personal injury or property damage of any kind, must report the incident by submitting a completed Incident Report Form to the Event Safety Steward or designated representative. This form must be submitted prior to the end of the event or as soon as practical thereafter (see also Article 8 for penalties). The Event Safety Steward or a designated representative is charged with the submission of the completed SCCA Incident Report and/or green card and should file the report within ten days of the incident with the SCCA Risk Management Department.

1.7. SANCTION REQUIREMENTS

Formal SCCA sanction is required for all ***RallyCross***, ***ClubRally***, and ***ProRally*** events. Sanction requirements and all documents will be issued by the SCCA National Office.

1.7.A. Supplementary Regulations

Each SCCA ***ProRally*** and ***ClubRally*** shall have Supplementary Regulations covering areas NOT specified in these Rules and adding to rules contained herein.

The Supplementary Regulations for a ***ProRally*** or ***ClubRally*** shall include information such as schedules, local maps, local laws concerning vehicle preparation, (i.e. headlights and bumpers) awards, etc. They shall also contain a glossary of terms used in the event.

Except in cases where a specific sanction exception has been granted by the PRSS and/or ***ClubRally*** Steward with concurrence of the CRSM, Supplementary Regulations may not alter or contradict the PRR. If such contradictions occur, the PRR shall take precedence over the Supplementary Regulations. Note: sanction exceptions must be noted as such in the Supplementary Regulations.

Organizers will make all attempts possible to list in the Supplementary Regulations any deviations from the PRR (as "exceptions"). However, changes occurring at the last minute, before, and during the event, and published in written bulletins on the notice board or as written or verbal instructions from

bona fide officials, must be deemed official and correct. If these instructions are not posted on the notice board, the organizers shall ensure that all competitors affected are notified appropriately. A protest may not be based on the fact that certain changes to these rules and Supplementary Regulations were not listed as exceptions before the event.

Supplementary Regulations shall be mailed by first class mail to all pre-entered drivers and co-drivers, a minimum of 15 days prior to the event. Changes to the Supplementary Regulations will be issued in writing.

1.7.B. The Event

In order to be eligible for SCCA-sanction, events must meet the following standards.

1.7.B.1. Stage Rallies: The RSD requires that events in the ***ProRally*** Championship as well as Coefficient 2 and 3 ***ClubRally*** events and non-***Rallysprint*** Coefficient 1 ***ClubRally*** events follow a stage rally format. The stage format is a series of special stages connected by a series of low speed transit sections. Stage rallies will consist of one or more legs. A leg is a series of stages and transits, which starts and ends with a Main Time Control (MTC). Stage rallies may also include Parc Exposes, Parc Fermes and service breaks, as well as Observation Controls and Regrouping Controls.

1.7.B.2. Rallysprints: Rallysprints are a series of timed runs on a closed course such as a motorsports facility, where a co-driver may not be required and a routebook is usually not issued. Several drivers may enter using the same vehicle at a rallysprint. Rallysprints may include Parc Exposes, Parc Fermes, and service breaks, but do not usually include transit sections.

1.7.B.3. ***RallyCross*** Events: ***RallyCross*** events are basically autocross events held on unpaved surfaces, where the course is defined by course markers, and car handling and maneuverability are emphasized (see Appendix A).

1.7.C. Speeds

1.7.C.1. Time assigned to transit sections will take into consideration varying speed limits, either posted or non-posted, along the route. This time will also allow competitors to complete time control procedures at a stage finish and will further allow for "quiet" zones.

1.7.C.2. Any stage road on a stage rally on which traffic will be controlled for the duration of the event, and every timed run at a rallysprint or ***RallyCross***, will have a zero target time assigned for scoring purposes.

1.7.D. Length

1.7.D.1. ***ProRally*** Events. There are two types of events awarding ProRally Championship points: Coefficient 5 (full Nationals) must have at least 100 miles or 140 minutes of special stages; and Coefficient 3 (60% Nationals) must have at least 65 miles of Special Stages.

1.7.D.2. ***ClubRally*** Events

a. **Coefficient 1** competition includes two distinct types of events: pure stage format rallies and rallysprint events. Rallies must have a minimum of ten stage miles and a minimum of two stages in the course. Stage mileage for this level of rally is limited to less than 30 miles. No minimum mileage requirement is applied to rallysprint events.

b. Coefficient **2** event must have a minimum of 30 and less than 65 stage miles and a minimum of five stages in the route.

c. **Coefficient 3** event must include a minimum of 65 and no more than 100 stage miles in the route. These will tend to be larger events resembling ProRally events.

1.7.D.3. RallyCross events are non-speed driving skill contests run on non-paved surfaces. These events are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required, and hazards to spectators, participants, and property do not exceed those encountered in normal, legal, non-paved road driving. This automotive competition is one in which one car at a time negotiates a prescribed course, with finishing position based on the time required to complete the course plus any penalties incurred. Where course conditions permit, more than one car may be on course at a time if they are separated by adequate time and distance. Event procedures will generally follow those prescribed in the SCCA Solo II Rules. Specific event rules are shown in Article 11 of these rules. RallyCross events do not have a minimum mileage requirement.

1.7.E. Starting Order

1.7.E.1. The starting order for entrants on all ***ProRally*** events must be determined by a seeded draw using the mandatory seed groups listed below. Competitors must enter and compete in the highest seed group for which their qualifications make them eligible.

1.7.E.2. For seeds FIA & 0, 1, 2, 3, 4, 5, and 6 the draw within each seed shall be in the following order: Open, Group A, Group N, Production GT, Group 5, Group 2 and Production/Rallytruck.

1.7.E.3. The time, place and method of draw must be either stated in the event's entry or supplementary regulations. A listing of all competitors qualified for Seeds FIA, 0, 1, 2, 3, 4, 5, 6, 7 & 8 is maintained by the PRSS for ***ProRally*** events and the ***ClubRally*** Steward for ***ClubRally*** events. The Event Steward may change the starting order for safety reasons.

1.7.E.4. An overall re-seed should be made after no less than 15 stage miles have been run, ideally before 30 stage miles, and at the latest at the end of the first leg. Re-seeding within seed is not permitted.

1.7.F Route Book

1.7.F.1. All ***ProRally*** and Coefficient 2 and 3 ***ClubRally*** events must use the standard Route Book format as described in the current RFO's:

1.7.F.2. Top information area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, page number, etc.)

1.7.F.3. Page Columns (reading from the left margin):

Column 1 Numerical line reference number, beginning at the number "1" and numbered consecutively throughout the route book or beginning at the number "1" at the top of every page.

Column 2 Overall cumulative official mileage from the start of the rally or the last point at which mileage was zeroed (MTC, RGC, or ATC). *Do not rezero at an FTC.*

Column 3 Interval mileage from the preceding instruction

Column 4 A map diagram (tulip or alpine) showing the correct route at all instructed intersections.

Column 5 Other information as appropriate (hazard warnings, confirming signs, landmarks and special instructions may be included here).

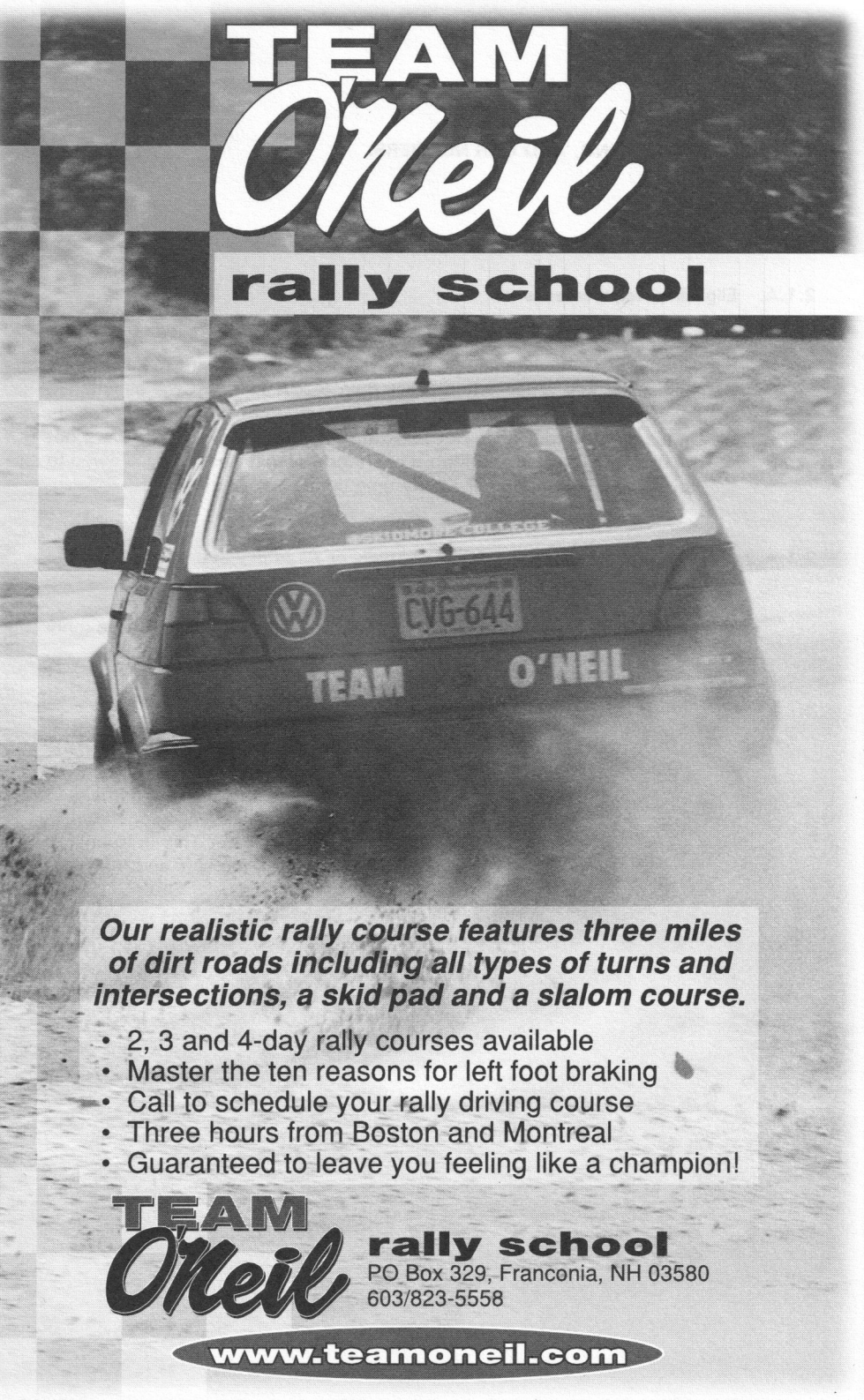
Column 6 Decreasing remaining mileage from each instruction to the Finish Time Control on stages or to the end of the road section on transits.

1.7.F.4. Bottom Information Area: Gives the mileage to the next instruction of the following page.

1.7.F.5. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. Since the object of a ***ProRally*** or ***ClubRally*** is to offer a driving challenge, course following is to be easy as possible.

1.7.F.6. Course arrows will normally be used to indicate the correct route or to identify a hazard (downward facing). They will be placed at (within 20 feet) the action point on the right side of the road. Since course arrows and banners are supplemental to the route book they shall not be the basis for a claim. In case of a conflict between the arrows or banners and the route book, the route book will prevail.

1.7.F.7. Changes or additions to the route book must be implemented via written instructions. Organizers shall ensure that all competitors receive these changes.



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2. LICENSES, SEEDING, AND CAR NUMBERS.

2.1. LICENSES

2.1.A. Eligibility Requirements

2.1.A.1. All competitors must be members of the SCCA and be at least 16 years of age. SCCA club policy prohibits requiring a participant to have membership in any organization other than SCCA at an SCCA sanctioned event. All drivers must hold a valid state automobile operator's license (a learner's permit does not constitute a valid license). Co-drivers not holding a valid state automobile operator's license will not be allowed to drive the competition car at any time during the event.

2.1.A.2. All competitors in any SCCA ***ProRally*** or ***ClubRally*** event, in addition to complying with ....1 above, must:

a. Hold a valid SCCA ***ProRally*** or SCCA ***ClubRally*** license (only United States residents or United States citizens)

b. OR; Hold a valid C.A.R.S or F.M.A.D. National License (Canadian or Mexican residents/citizens). Valid C.A.R.S. or F.M.A.D. regional licenses are acceptable at ClubRally events only. These Competitors are required to fill out a SCCA ProRally license application (free of charge), mail completed form along with a copy of the applicants' competition license and a valid driver's license. Note: This is to ensure that the competitors are on the mailing lists and receive a rulebook

c. OR; Hold a valid FIA license.

2.1.A.3. **License Application Forms**

Application forms for ***ProRally*** and ***ClubRally*** Licenses are available from the SCCA Central Licensing Department or through a ***ClubRally*** Steward. ***ClubRally*** Licenses may be issued upon receipt of properly completed application forms, required attachments, and payment of appropriate fees at any ***ClubRally*** events, if all requirements have been met. However, ***ProRally*** license applicants must submit applications directly to the SCCA Central Licensing Department for both initial and renewal licenses. It is recommended that ***ClubRally*** licenses, initial or renewals, also be obtained through the SCCA Central Licensing Department to ensure prompt delivery of the License Card.

2.1.A.4. **Current License Card**

NO competitor will be allowed to start a ***ClubRally*** or a ***ProRally***, without an officially issued current SCCA License Card, or a current FIA Card, except in the case above for the initial application for a ***ClubRally*** license.

2.1.A.5. All SCCA licenses expire with your membership anniversary.
Note: You cannot renew your license without first renewing your membership. It is easiest to do them together.

2.1.B. Medical Requirements

2.1.B.1. An Annual Health Screening History must be submitted with the license application for a ***ProRally*** or ***ClubRally*** license to be issued or renewed. All candidates who answer any question in the affirmative must submit a Physical Examination Form unless granted a waiver by the ***ProRally*** Medical Administrator.

2.1.B.2. A physical examination will be required for: competitors with a history of a medical condition or disease; or a condition that necessitates prescription medications; or periodic doctor's care (such as: treatment of Diabetes, Hypertension, Heart Disease, Seizure Disorder, Limitations of use, Paralysis, Amputation of any extremity, Lung or Pulmonary Disease).

2.1.B.3. As part of the Physical Examination, an EKG is required of anyone with a history of heart or cardiac disease.

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2.1.B.4. Medical care does not mean routine visits for birth control pills, allergies, or antibiotics.

2.1.B.5. Any known medical condition (including pregnancy), which could affect medical fitness to compete, shall be reported immediately to the ***ProRally*** Medical Administrator. The competitor cannot compete until re-certified by the ***ProRally*** Medical Administrator.

2.1.C. *ClubRally* License Requirements

2.1.C.1. Previously unlicensed competitors must attend an introductory seminar or an approved Performance Rally school in order to be eligible for a license. Introductory seminars are held prior to each ***ClubRally*** event (contact the Event Organizer).

2.1.C.2. Any person who qualifies for a ***ClubRally*** license by meeting all of the licensing and SCCA membership requirements may be issued a temporary license by the ***ClubRally*** Steward, free of charge and valid for one weekend of competition.

2.1.C.3. The cost of a ***ClubRally*** license is $60.00.

2.1.C.4. A ***ClubRally*** license will allow a competitor to compete only in ***ClubRally*** events.

2.1.D. *ProRally* License Requirements

2.1.D.1. Competitors applying for their initial ***ProRally*** license must have completed at least two Coefficient 2 or 3 ***ClubRallies*** OR a 6 hour class and one Coefficient 2 or 3 ***ClubRallies*** and have finished in the top 50% of Seeds 3-6 in a Coefficient 2 or 3 ***ClubRally***.

2.1.D.2. Other qualifying events and/or a waiver of these requirements may be approved by the PRSS, but only if the information is sent directly to the PRSS by Email, FAX or regular mail.

2.1.D.3. The cost of a ***ProRally*** license is $120.00. Those competitors, within the same membership year, upgrading from a ***ClubRally*** License to a ***ProRally*** license, may credit their paid ***ClubRally*** license fee toward a ***ProRally*** license.

2.1.D.4. A ***ProRally*** license will allow a competitor to compete in ***ClubRally*** events as well as ***ProRally*** events without purchasing a separate license.

2.1.E. FIA License Requirements

2.1.E.1. FIA-Rally Only licenses will be issued only to current ***ProRally*** license holders, who have completed a ***ProRally***. The PRSS may waive this requirement upon receipt of supporting documentation. For citizens of the United States, these licenses are available to SCCA members only through the SCCA Central Licensing.

2.1.E.2. A current FIA license is required for FIA-listed events.

2.1.E.3. FIA listed drivers may enter in ***ProRally*** Events, Coefficient 3 ***ClubRally*** Events, Coefficient 1 Rallysprints, and RallyCross events as drivers. FIA seeded drivers are excluded from driving stages in Coefficient 1 and 2 ***ClubRally*** events. They may however compete as co- drivers at these events.

2.2. PERFORMANCE RALLY SEEDING REQUIREMENTS

2.2.A.1. **Performance Rally Seed Listings:**

Seeding changes and points are accumulated based on a driver's best five Performance Rally events during the current calendar year and/or the two previous calendar years. Drivers earn seeding points by finishing in the top 15 overall positions or the top 50% if there are less than 30 finishers in any ***ProRally*** (coefficient 5). Points for each finish position are awarded on the same basis as finishing position points for Coefficient 5 ***ProRally*** events, as per 16. I.A. (i.e., 1st-20 points, 2nd-15 points, etc.) Starting points are not counted for seeding points.

Seed 0 FIA Internationally seeded drivers, plus those drivers with 65 or more seeding points. FIA listed events will draw FIA 'A' and 'B' drivers as separate seeds. ***ProRally*** events will draw FIA 'A', FIA'B' and Seed 0 drivers as one seed.

Seed 1 Drivers with 25 or more seeding points.

Seed 2 Drivers with seven or more points.

Seed 3 Drivers having finished twice in the top 50% of the finishers.

Seed 4 Drivers having finished once in the top 50% of the finishers or finished once in the top two places of a Coefficient 3 ***ProRally*** or ***ClubRally*** event with at least ten starters. Drivers who have finished in the top two places in a Coefficient 3 event, and want their national seeding adjusted, must send a copy of the results to the PRSS.

Seed 5 Drivers having finished one time in the top 50% of the finishers in Seeds 5 and 6 in at least a ClubRally Coef. 2 or 3.

Seed 6 All other competitors who have not finished a ProRally must attend a mandatory Steward's Briefing prior to the start of any ProRally event in which they are entered.

2.2.A.2. ***ProRally*** license holders may petition the PRSS (at least seven days prior to an event) and present extraordinary circumstances or results that would influence their seeding or starting sequence. This can include results of competition in Canada.

2.2.A.3. Any seeded competitor who does not start a ***ProRally*** over a two-year period will be dropped from the seeded drivers' list. Re-entry onto the seeded drivers' list will be handled on a case-by-case basis with the PRSS.

2.2.A.4. The PRSS will use the C.A.R.S. seed listing for Canadian Residents and Citizens as a guide in determining their starting positions. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the PRSS to assure proper seeding. The foreign competitor will be placed in a seed group at the discretion of the Event Steward.

2.2.A.5. All FIA, 1, 2, 3 Seeded Drivers who have entered any ***ProRally*** Series Event before the seeded draw will be guaranteed a starting position for that event. All other entries will be selected in seeding order.

2.2.A.6. The seeding list will be updated by the PRSS after each SCCA- sanctioned ***ProRally***. The PRSS may use other factors based on a competitor's speed, to change their seeding at any time.

2.2.B. ***ClubRally*** Seed Listings

For the purpose of establishing a safe and orderly starting order at ***ClubRally*** events the following ***ClubRally*** seed groups will be used:

Seed 1 Drivers listed on the ***ProRally*** Seeding List in Seeds FIA, One and Two.

Seed 2 Drivers listed on the ProRally Seeding List in Seeds Three and Four or drivers with a top three finish at a ***ClubRally***.

Seed 3 Drivers listed on the ProRally Seeding List in Seeds Five or drivers with at least on top ten finish at a ***ClubRally***.

Seed 4 Drivers with an 11th overall or lower finish at a ***ClubRally***.

Seed 5 Drivers yet to finish a ***ClubRally***

Seed 6 Drivers who have not yet competed in a ***ClubRally*** or ***ProRally***.

2.3 PERMANENT CAR NUMBERS

2.3.A.1. Permanent car numbers (11- 199) are used to designate "active" (more than three ***ProRally*** events per year) ***ProRally*** drivers, who will retain the number for as long as they remain active. The PRSS will maintain the list of permanent numbers assigned to "active" ***ProRally*** drivers and at the end of each season, purge the list of inactive drivers, who will be assigned ***ClubRally*** numbers.

2.3.A.2. Numbers 1 - 10 are reserved for the previous season's top ten overall drivers in the ***ProRally*** Series Championship. However, the permanent numbers belonging to these drivers will be held in reserve where possible for their future use.

2.3.A.3. New number assignments (11-199) may be obtained from the PRSS when the driver enters the fourth ***ProRally*** event of the year. Should a driver wish to secure a number in the 11-199 series, before qualifying

as an "active" driver, they may send an Entry Guarantee Bond of $500 to the RSD and immediately receive a (11-199) number assignment from the PRSS. Upon the driver starting the fourth ***ProRally*** event for that year, they will receive the Bond back, less a $50 administration fee and be able to keep the number and be listed as an "active" driver.

2.3.A.4. The PRSS may temporally assign a number in the 11-199 series to guest drivers.

2.3.A.5. ***ClubRally*** numbers will be 201 through 990, with the first digit representing the division of record. Numbers 991-999 are reserved for event sweep vehicles. Drivers can obtain a number from the PRSS or his delegate (***ClubRally*** Stewards), who will assign and maintain the ***ClubRally*** number listings.

2.3.A.6. Both the ProRally series of numbers and the ***ClubRally*** series of numbers are valid for entry into any ProRally and ***ClubRally*** event. At ***ProRally*** events, all cars must have the full I.D. Package (see Article 3)

2.3.A.7. Drivers must obtain the number stickers and place them on the car (see Article 3) to ensure the car is properly identified.

ARTICLE 3

3. COMPETITOR AND CAR IDENTIFICATION REQUIREMENTS

3.1. CAR IDENTIFICATION

3.1.A. The requirements for both ***ProRally*** and ***ClubRally*** vehicles are as follows below. No identification used by other non-SCCA rally and hill climb organizers are permitted.

3.1.B. An area at least 30" wide, starting with the leading edge of the doors, extending from the top of the door to the bottom of the vehicle, must be reserved on both (front) doors of each competing vehicle for the proper display of SCCA required numbers, stickers, and SCCA sponsor advertising.

3.1.C. No other advertising, lettering or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if they are behind the approved number backer).

3.1.D. The top four (4) inches of the windshield on ***ProRally*** and ***ClubRally*** vehicles is reserved for use by the SCCA. No other advertising, lettering, or artwork shall appear in the reserved area. If the reserved area is unused by SCCA, it shall be available for competitor use. Entrants have the option of installing a contrasting single color background in the top 4" area. The SCCA **ProRally** or ***ClubRally*** windshield decal is installed over this background.

3.1.E. Cars failing to meet the above requirements will not be allowed to start unless given special dispensation by the Event Steward. Usually this requires a payment to SCCA equal to the entry fee.

3.1.F. The assigned vehicle identifications must be displayed on the front door panels of both sides of the vehicle, in the position indicated in diagram A. ***ProRally*** and ***ClubRally*** vehicles entered in **ProRally** events must use the SCCA number backers with championship logo, numbers, SCCA identification, class identification, and sponsor decals.

3.1.G. All vehicles competing in the Production, Group 2, Production GT, and Group 5, or FIA Group A, and Group N classes will be so designated by the placement of a decal containing the letter(s) "P" (Production/Rallytruck), "G2" (Group 2), "GT" (Production GT), "G5" (Group 5), "A" (Group A), and "N" (Group N) following the car's number on each door of the vehicle. Any vehicle found at impound, without the correct class decal, will be scored as running in Open class.

3.1.H. The names of both the driver and co-driver must appear on the vehicle, the entire last name of both team members must be placed on the rear quarter window of each side of the vehicle in two inch (2") white Helvetica font, upper and lower case lettering, with a two inch (2") country flag for each member between the B pillar and the name. (note: - other fonts, sizes or all caps is unacceptable – order from SCCA RSD) Adding the first initial is optional, but is strongly recommended when the team members have the same last name. On vehicles with insufficient room in the standard location, there are alternate locations and lettering size. This includes the option of reducing the font and flag size to 1.5" in height and locating the names and flags on the leading edge of the rear quarter panel (upper leading edge of the pickup bed on rallytrucks).

3.1.I. Diagram A shows the correct placement of the ***ProRally*** Identification package.

3.1.J. One of the conditions for the continued assignment of a ***ProRally*** number in the series 1-199, is dependant on the driver ensuring that the full identifications requirements listed above are met at each ***ProRally*** event.

3.1.K. Pro Rally identification packages are available exclusively throiugh the RSD marketing department.

3.2. COMMERCIAL ADVERTISING

3.2.A. All vehicles competing in a ***ProRally*** event may be required to carry **event** sponsor advertising supplied by the organizers. Any competitor not wishing to carry the event sponsor advertising may be required by the organizer or the PRSS, to pay an additional entry fee equal to the normal entry fee. This also applies to ***ClubRally*** entrants at ***ProRally*** events.

3.2.B. An area at least 14" wide and 10" in height must be reserved on both sides of each competing vehicle for advertising supplied by the event organizer . An area at least 24" wide and 10" in height must be reserved on the hood of each competing vehicle for advertising supplied by the event organizer. The reserved area must be in the forward half of the hood, centered from side to side on the hood. This advertising must not be modified and is to be used as supplied. If neither group uses the reserved area it shall be available for competitor use. No other advertising, lettering, or artwork shall appear in the reserved area (overall graphics such as lines, streaks, and multi-colors are not considered artwork if behind required decal advertising)

3.3 DRIVING SUIT IDENTIFICATION

3.3.A. ***ProRally*** Driving suits must carry championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Diagram B.

3.3.B. At all Press Stages, drivers must wear all competition gear, including their driving suits and helmets.

3.4 GENERAL APPEARANCE

3.4.A. It is recommended that both ***ProRally*** and ***ClubRally*** teams follow the guidelines below in order to enhance the appearance of the sport to the media and the general public.

1. Crew uniforms, if worn, and/or T-shirts should carry championship identification and match for the duration of the event. No identification used by other competing non-SCCA rally organizers are permitted.

2. Clean team uniforms (which may simply be matching shirts and pants) or appropriate street clothing should be worn at awards ceremonies and dinners.

3. Enclosed trailers and vans should have appropriate SCCA championship logo, car number, and driver name clearly shown and visible from 100 feet. The RSD will make all logos available on disc, for cost of mailing. No other U.S. rally organization I.D. shall appear on any equipment. No other identification used by other competing non-SCCA rally organizers are permitted.

   Open trailers should be neat and clean, and carry championship logos if space permits.

   All vehicles (entrant, support) at any ***ProRally*** Parc Expose must be clean and neat in appearance. ***ProRally*** entrants have the option of setting up a small autograph table, umbrella and chair(s) for use by driver/co-driver only. Display of "hero cards", posters and SCCA Rally/Team information is strongly encouraged.

3.4.B. Commercial advertising in good taste is allowed on any vehicle outside the areas reserved in Articles 3.1 and 3.2.

3.5. *ClubRally* IDENTIFICATION

3.5.A. ***ClubRally*** participants that are entered in a ***ProRally*** must have the full ***ClubRally*** identification package and numbers to start and run a ***ProRally*** event. They will have to obtain a permanent number and have the required licenses as per Article 2.

3.5.B. Cars with ***ClubRally*** participants are encouraged to use the visual identification package, especially at ***ClubRally*** events held in conjunction with a ***ProRally*** event, but they are not required to use the package.

3.5.C. If the official SCCA ***ClubRally*** visual identification package is used the panels, decals and car numbers must be placed on the vehicle as shown in Diagram A.

3.5.D. If the official SCCA ***ClubRally*** visual identification package door panels or numbers are not used, the numbers must have a background which extends at least two inches beyond the numbers and lettering, that is of a uniform contrasting color. Car numbers must be a minimum of eight inches high, with a one and one-fourth-inch stroke. Both the car numbers and class identification must be of uniform color and in contrast to the background.

3.5.E. All ***ClubRally*** competition vehicles are required to display two "SCCA ***ClubRally***" decals, one on each side of the vehicle, OR the complete set of decals contained in the ***ClubRally*** visual package.

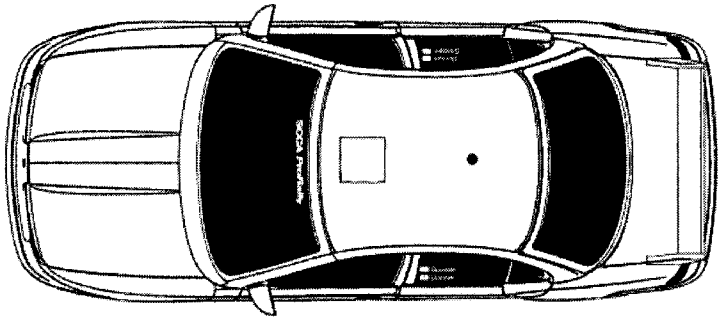
3.5.F. Location of driver and co-driver names is free on **ClubRally** vehicles that do not use a visual identification package. However, the entire last name of each team member must be included in contrasting letters at least one inch high.

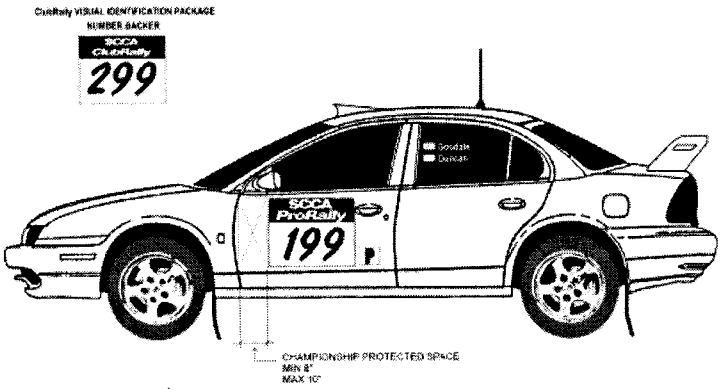
3.5.6 ***ClubRally*** identification packages are avialbable exclusively through the RSD marketing department.

2001 VISUAL IDENTIFICATION PACKAGE DIAGRAM A

NOTE: On ***ClubRally*** cars entered in ***ProRally*** events, the "***ClubRally*** Visual Identification Package" is required must be installed in the manner shown.

Flags by the Driver and Co-driver names are required on ProRally, and on ClubRally vehicles entered in ProRally events.





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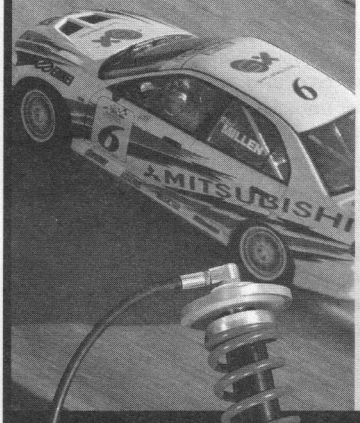

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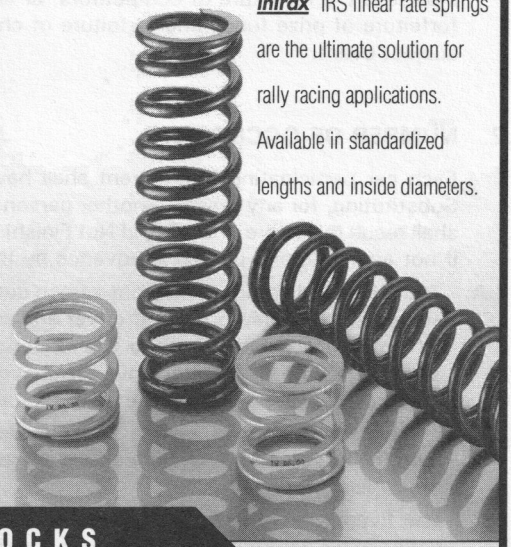

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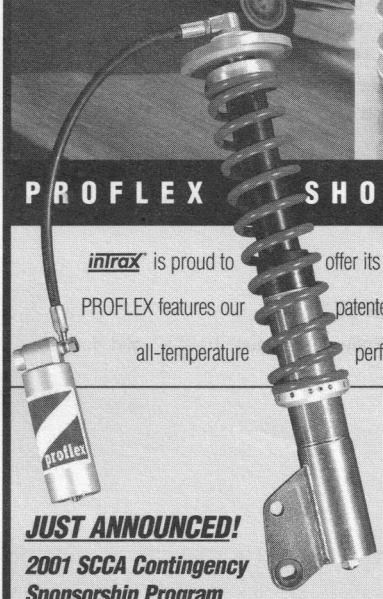

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4. ENTRY REQUIREMENTS

4.1. OFFICIAL ENTRY FORM

Application for entry in a ***ProRally*** or ***ClubRally*** shall be made by means of an official entry form provided to organizers by the RSD. The form shall contain or be accompanied by full instructions for submission, which shall mention the date of closing of the seeded draw and of entries. Mailing lists are available from the RSD. Submission of incorrect information on the event entry form may result in forfeiture of competitors' or entrants' rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

4.2. NUMBER OF OCCUPANTS

Each car participating in an event shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members, if not approved and posted in advance by the Event Steward.

4.2.A. The driver and co-driver may not switch duties during the event as to unfairly score **championship** points. If driver and co-driver switch and a competitive advantage is exhibited, then the driver giving the car the "competitive advantage" (i.e. the faster driver) will score driver points; the other driver will score co-driver points; the manufacturer will score points as normal.

4.2.B. If driver and co-driver switch and no competitive advantage is exhibited, then the driver, co-driver and car will score championship points as listed on the official entry form.

4.2.C. The Event Steward will determine competitive advantage and will post a notice of his determination as soon as possible after driver/co-driver switching takes place.

4.3 DRIVER'S AND COMPETITOR'S LICENSES

All competitors in any SCCA *ProRally* or *ClubRally* event must hold a valid license – (see Article 2)

4.4. VEHICLE REGISTRATION

The vehicle registration certificate or the certificate of ownership must be available for inspection by officials before the start of the event and at any time during its progress. This serves as evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner.

4.5. VEHICLE ELIGIBILITY

(see Vehicle Classes - Article 10)

4.6. LIABILITY RELEASES

At all SCCA ***ProRally***, ***ClubRally*** and ***RallyCross*** events waivers must be signed by: entrants, drivers, co-drivers, manufacturers' representatives, press, service crew members, rally committee members, workers and all persons engaged in pre-event and event vehicle activities (such as Press Stages). Waivers must be signed prior to the start of the activity, in such form as may be prescribed by the RSD and/or the Rally Committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event. Any competitor failing to sign the waiver will not be allowed to start. Service crew members not signing the waiver will cause the crew they represent to be penalized per Article 8. The use of identifying arm/wristband or other credentials are required for all individuals signing the waiver.

4.7. VISUAL IDENTIFICATION (see Article 3)

4.8. REFUSAL OF ENTRY

SCCA reserves the right to bar any member from participating in the SCCA ***ProRally***, ***ClubRally*** and ***RallyCross*** events. An organizer shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

4.9. ENTRY FEES

Entry fees are to be set by the conducting Event Committee and stated in the event's general announcement.

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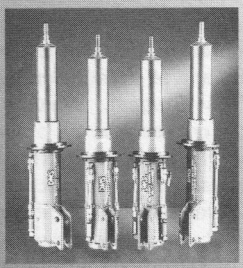
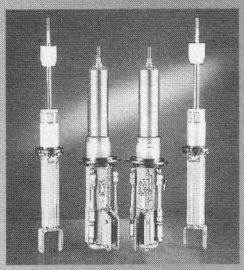
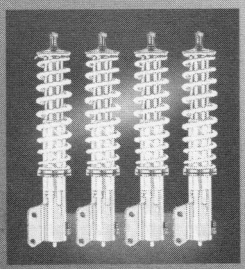


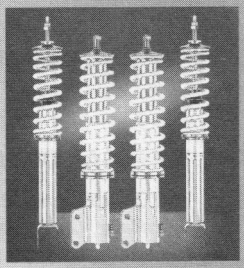
60mm SUPER STRUT



60mm SUPER STRUT/SHOCK



50mm GIANT STRUT



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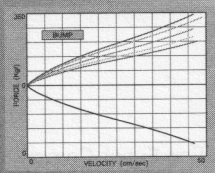
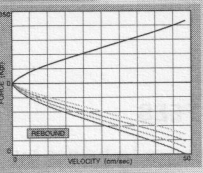


INDEPENDENTLY
BUMP AND
REBOUND
ADJUSTABLE

BUMP:
20 POSITIONS

REBOUND:
4 POSITIONS



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5. REQUIRED SAFETY EQUIPMENT

5.1 HELMETS

5.1.A. Safety helmets for both driver and co-driver must meet one of the following standards as shown by the helmet label.

a. Snell Foundation-Snell SA90 or newer rating

b. British Standards-BS 6658-85, type A/FR

c. SFI Foundation-SFI Spec 31.1 or Spec 31.2

"Snell-approved M85 or later (motorcycle spec) helmets are acceptable for RallyCross events only."

5.1.B. The back of each helmet must be labeled in a neat manner with the following information about its wearer: Name, date of birth, blood type, allergies, date of most recent tetanus immunization, and other pertinent medical history (i.e., diabetes, etc.). Helmets that does not pass scrutineering will be confiscated and returned after the event.

5.1.C. As the dating of the specifications will be updated from time to time, new purchases should be of the latest specification available. It is recommended that helmets be replaced every five years.

5.2. DRIVING SUITS

5.2.A. FIA homologated driving suits and underwear are recommended. Other suits must carry an SFI 3-2A/1 or higher certification patch.

5.2.B. Driving suits must effectively cover the body from the neck to the ankles and wrists, be manufactured of fire resistant material and be in good condition, free of defects, holes, cracks, frays, etc. One-piece suits are highly recommended.

5.2.C. To be allowed to start an event, the driving suits to be worn during competition must be presented at scrutineering and must carry a FIA, SFI certification tag or a manufacturer's label indicating the type of accepted material it is made from.

5.2.D. All competitors must wear fire resistant underwear if their suit does not carry a FIA, or SFI 3-2A/5 rating or higher or is not at least three layers thick.

5.2.E. The following are accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Durette, Fypro, PBI, Kevlar, Proban, or any suit carrying an SFI 3-2A/1 or higher certification patch. The following specific manufacturer's material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, and Durette X-400

5.2.F. These driving suits are required at all stage rallies, Coefficient 1, 2 & 3 and ***ProRally*** events, and are recommended at Coefficient 1 Rallysprints (non-stage format) and ***RallyCross*** events.

5.2.G. The suits of Competitors entering a ***ProRally*** event must carry the championship patch or embroidery, title sponsor patch or embroidery, and other patches required by championship programs, as per Article 3.

5.3 OCCUPANT RESTRAINT SYSTEMS

5.3.A. All vehicles must be equipped with a five or six point restraint harness meeting **the** specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

5.3.B. Approved Harnesses shall be of the current FIA or SFI specifications and must be labeled accordingly.

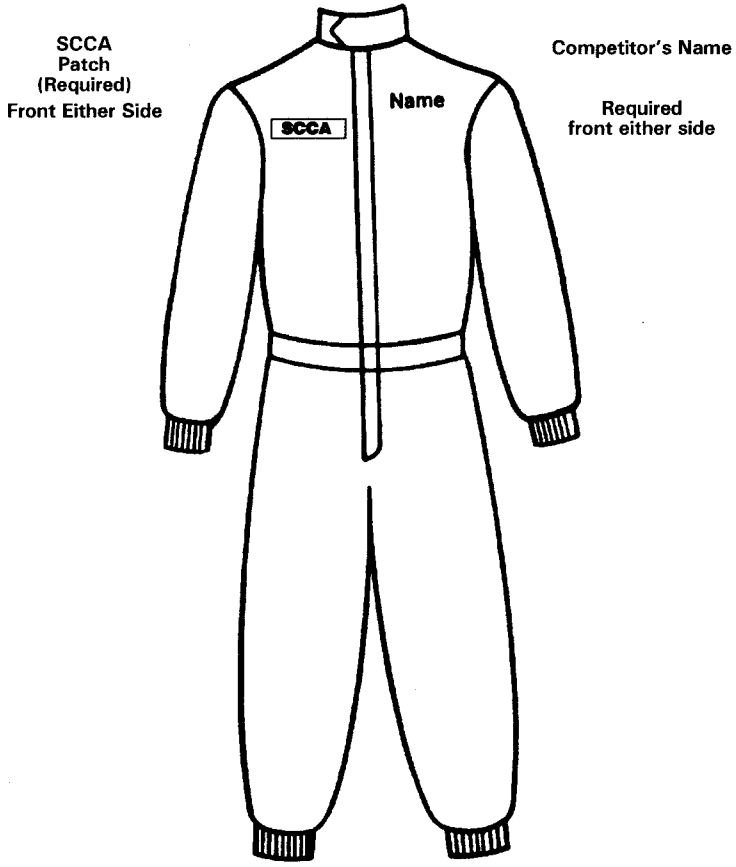
5.3.C. All occupant restraint systems must have a date of manufacture label that is no older than five years from the date of competition. They must remain intact as they came from the manufacturer and no modifications are allowed.

Not all manufacturers date every belt in the set, they may only date one of a pair of shoulder or lap belts, or may only date one belt in an entire set. The restraint system needs only one date label for the set.

5.3.D Six-Point System

A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35° from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum width on all portions of the system is two inches.

DRIVING SUIT DIAGRAM B



Driving suits manufactured of an SCCA approved fire retardant material are mandatory for all competitors in all classes.

5.3.E. Five-Point System

A five-point system is required for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The minimum width of the lap belt is three inches where it contacts the body and two inches for the remainder of the system.

5.3.F. Material

The material of all straps shall be nylon or Dacron polyester in new and perfect condition. The buckle must be metal-to-metal quick release type. It is recommended that driver restraint systems be replaced every two years.

5.3.G. Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate straps are permitted. "Y-type" shoulder straps are not allowed, "h-type" configuration is allowed. The separate straps shall be individually attached to the structural points of support.

The shoulder harness angle to the first structural point of support shall not be more than 40° from the horizontal. It may also not be supported higher than the top of the shoulders.

5.3.H. Lap Belts

The lap belt angle shall be between vertical and 45° from vertical.

5.3.I. Anti-Submarine Strap.

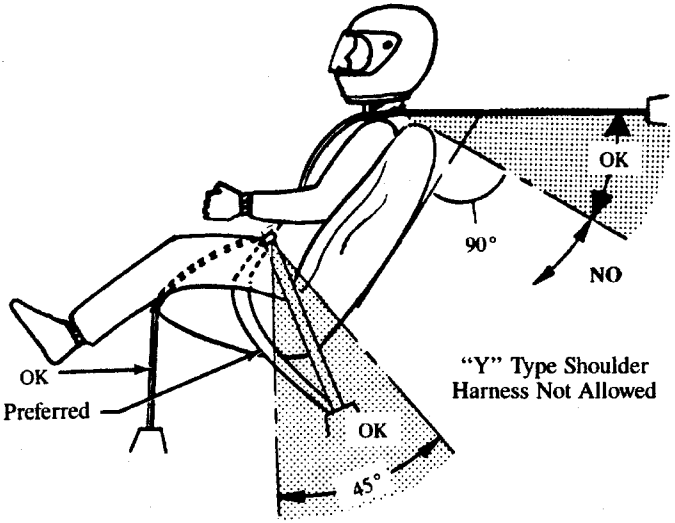
The double leg straps of the six-point system may be attached to the floor structure or to the lap belt. The occupant sits on them, passing them up between the legs and attaches them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

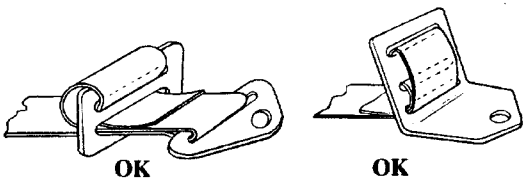
5.3.J. Mounts

In cases where reinforcing plates or washers (minimum size 2" diameter X 1/8" thick) are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be 3/8" diameter SAE Grade 5 or better.

PROPER RESTRAINT HARNESS INSTALLATION DIAGRAM

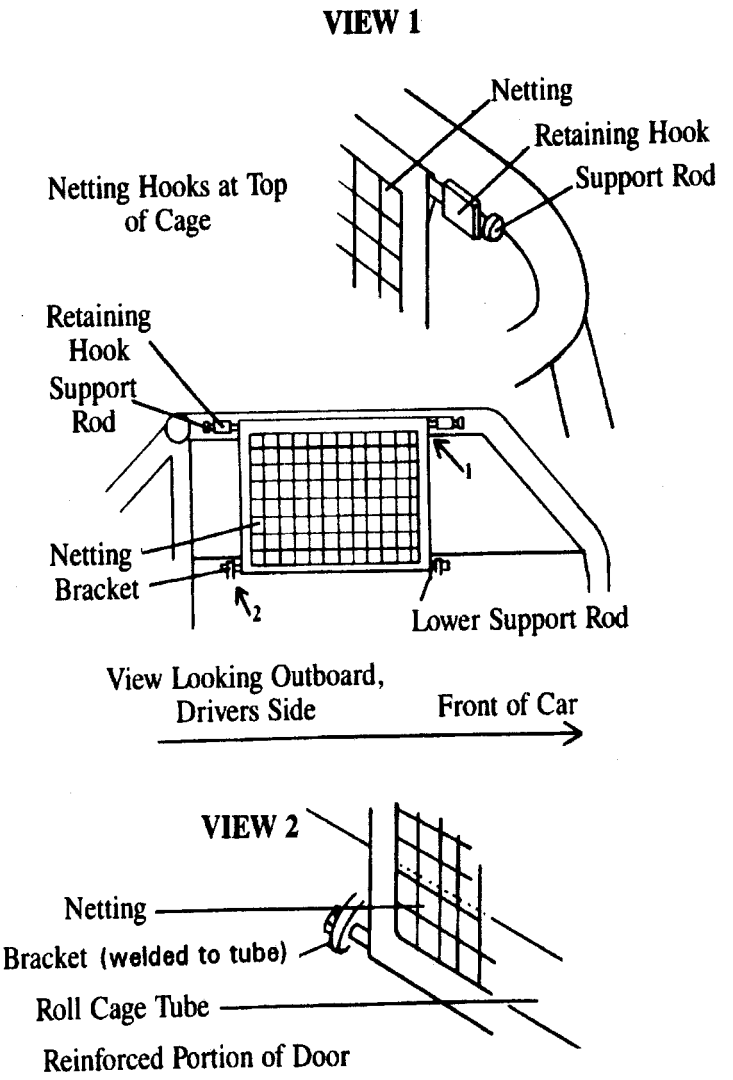


Note: FIA approved harnesses are authorized and must remain intact as they came from the manufacturer.



NOTE: SFI SPEC 16.1 AND FIA-APPROVED HARNESSES ARE AUTHORIZED AND MUST REMAIN INTACT AS THEY CAME FROM THE MANUFACTURER.

5.4 PROPER WINDOW NET INSTALLATION DIAGRAM



5.5. SEATS

5.5.A. Driver and co-driver seats must be firmly mounted to the structure of the car and be installed per the manufacturer's recommendations.

5.5.B. The back of two-piece hinged seat must be supported by a brace to prevent the seat back from collapsing in the event of and accident.

5.5.C. Single piece aluminum seats (e.g. Butler Built or Kirkland) must be installed with a back brace per the manufacturers requirements.

5.6. ROLLOVER PROTECTION

5.6.A. A roll cage is required for all Performance Rally events, except ***RallySprint.***

5.6.B. Roll cages constructed to FIA specifications are recommended.

5.6.C. Non FIA Roll cages will be accepted as long as these mandatory specifications which represent minimum requirements are followed. Specific installations are subject to approval by the Chief Scrutineer at each event.

5.6.D. Basic Design Considerations

5.6.D.1. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.

5.6.D.2. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupants' helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten inches behind the driver/co-driver.

5.6.D.3. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

5.6.E. Material

5.6.E.1. The roll cage hoop and all braces must be seamless or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 or equivalent is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant. ERW tubing may be used, refer to B.2 for sizes.

5.6.E.2. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the tubing shall be determined as follows:

Vehicle Rally Weight	ROLL CAGE	
Mild Steel		Alloy Steel
900# to 1500#	1.375"x.095"	1.375"x.080"
1500# to 2500#	1.50"x.095"	1.375"x.095"
over 2500#	1.50"x.120"	1.50"x.095"
or		
	1.75"x.095"	
ERW tubing sizes		
up to 2500#	1.50"x.120"	
over 2500#	1.75"x.120"	

5.6.E.3. An inspection hole of at least 1/8-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.

5.6.E.4. Where bolts and nuts or other fasteners are used, they shall be at least 3/8" diameter SAE Grade 5 or equivalent quality.

5.6.F. **Fabrication**

5.6.F.1. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.

5.6.F.2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

5.6.G. **Bracing**

5.6.G.1. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is required per Figure 7 or 8.

5.6.G.2. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six inches below the top of the hoop and at an occluded angle of at least 30°.

5.6.G.3. Bracing may be added to support the roll cage at the front and rear shock towers. Lateral bracing may also be added to prevent shock tower collapse. In the case of Production Class cars, this bracing should be easily removable. It is intended that Production Class cars may compete in other SCCA series.

5.6.H. **Sidebars**

5.6.H.1. All cars must have a side door bars.

5.6.H.2. The bracing must be of the same size and thickness as the roll cage material.

5.6.H.3. Side door bars must be connected to the rear hoop and the front hoop as per figure 9.

5.6.H.4. It is recommended that the original door beams be left intact for maximum protection.

5.6.H.5. It is acceptable to install the side bar at the doorsill and recommended that it be no higher than the bottom seat cushion level.

5.6.H.6. If original door beams are removed then the side bar or bars should be placed as far out as possible. This is so there is a longer time span for them to absorb energy. It is recommended that this bar(s) be mounted no higher than two inches above the bottom seat cushion with the second bar four to six inches above the lower bar and any support tubes between the two side bars must be spaced no more than eight inches apart. All side bar tubes must be the same material and dimensions as the main hoop.

5.6.I. **Mounting**

5.6.I.1. Frame Attachments. Roll cages and braces must be attached to the frame of the car wherever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16" thick.

5.6.I.2. **Unitized or Frameless Attachments.**

In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

Mounting plates bolted to the structure shall not be less than 3/16" thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least three bolts.

Mounting plates welded to the structure shall not be less than 3/16" inch thick. Wherever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

5.6.J. **Padding**

Any portion of the roll cage structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of 1/2 inch.

5.6.K. **Removable Roll Cages and Braces**

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures one through six. Figures two through six are only approved for use in bracing and not for the basic frame of the roll cage.

5.6.L **Roll Cage**

5.6.L.1. **Requirements**

It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.

5.6.L.2. **Roll hoops**

The main roll hoop must be as specified in Section 2.A. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front pillars to the roof and then aft to attach to the main hoop (these two side hoops are connected by a tube over the top of the windshield).

5.6.L.3. **Gussets / Corner Braces**

Gussets or corner braces joining the front continuous tubing (the "front hoop") and the brace tubing (the "horizontal bars" or the "tube over the windshield") are required.

If Gussets are used they must be of a minimum thickness equal to the wall diameter of the roll cage tubing and must be a minimum of 2" long and a maximum of 3"long, where they contact the roll cage tubing. They must be welded along these lengths and relieved in the corners so as to not interfere with existing welds (see figure 9).

If Corner Braces (tubular gussets) are used they must be made of tubing at least 3/4" in diameter and at least 0.060" wall thickness and should not exceed 5" in length.

In either case, they may be positioned either on the front side or rear side of the "tube over the windshield." Placement of gussett cannot compromise helmet clearance. Proper padding shall be in place on all gussets.

5.6.M. **Other Designs**

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads.

1.5 G Lateral

5.5 G Fore and Aft

7.5 G Vertical

The induced loads being carried over into the primary structure.

The use of non-ferrous material is prohibited.

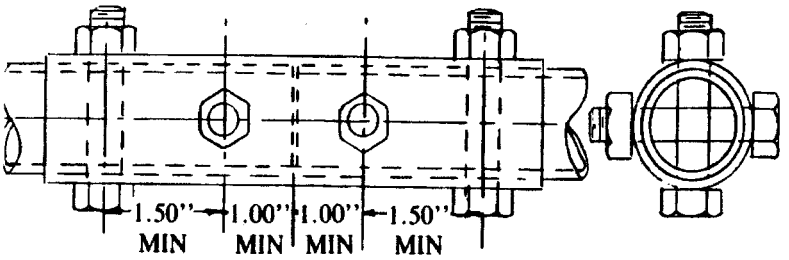


FIGURE 1

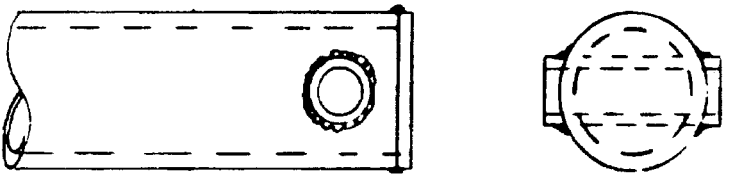


FIGURE 2

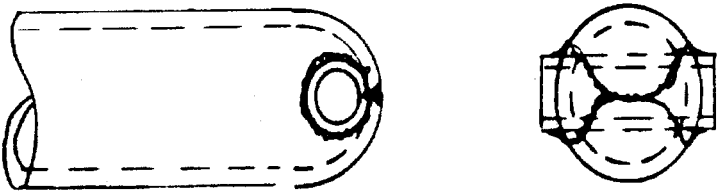


FIGURE 3

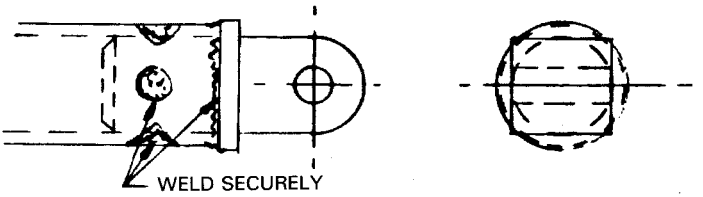


FIGURE 4

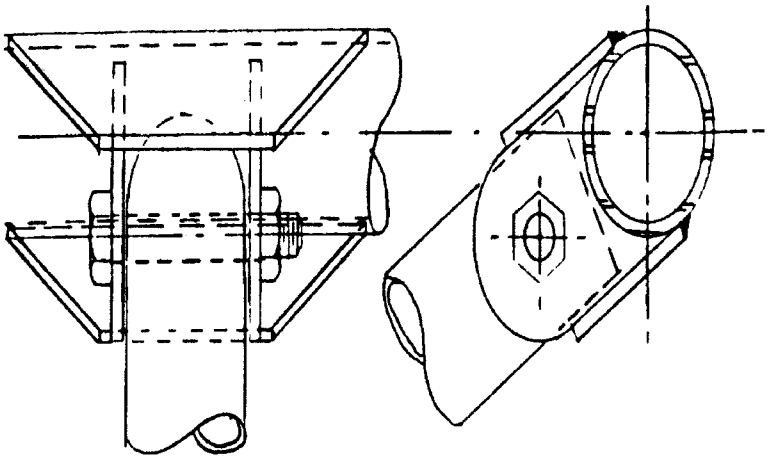


FIGURE 5

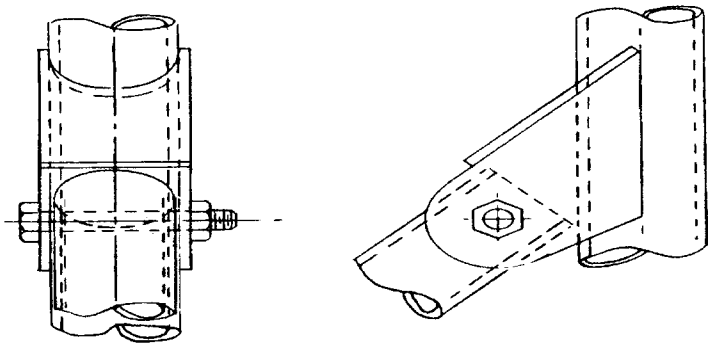
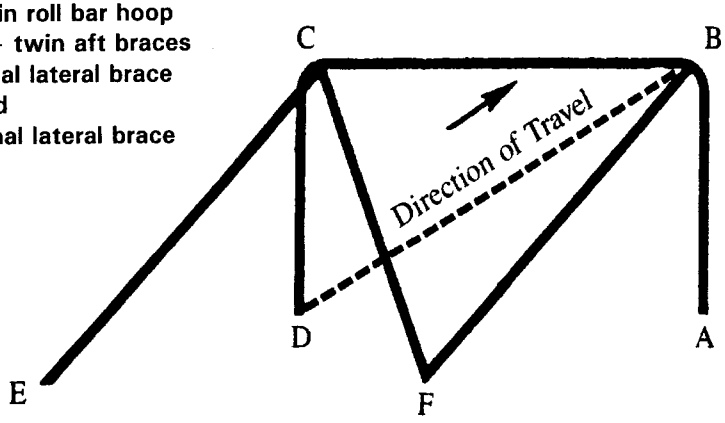


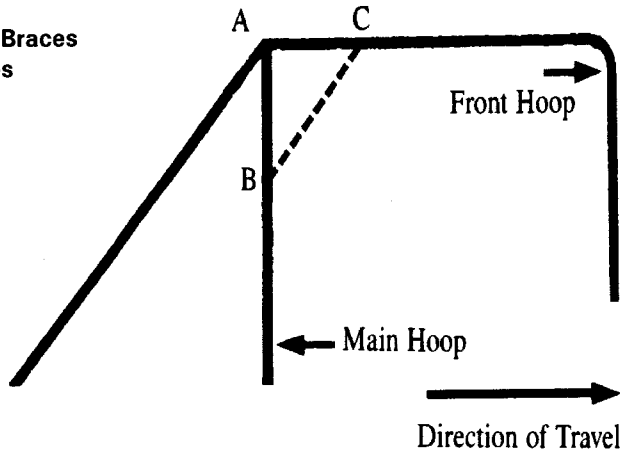
FIGURE 6

ABCD — main roll bar hoop
BF and CE — twin aft braces
CF — diagonal lateral brace
—prefered
DB — diagonal lateral brace
— ok



PREFERRED
FIGURE 7

BC — Diagonal Braces
Both Sides



ACCEPTABLE
FIGURE 8

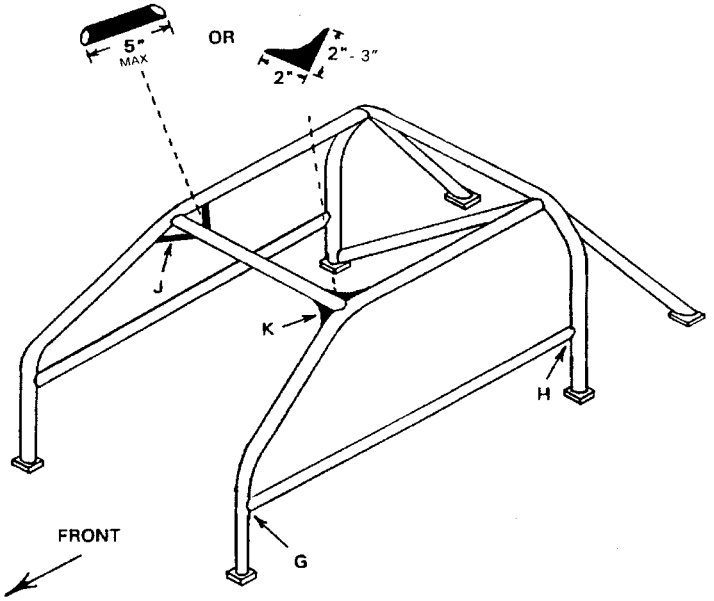


FIGURE 9

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5.7. FIRE EXTINGUISHERS

5.7.A.1. All vehicles must have two dry chemical or Halon (1301 or 1211) fire extinguishers, of at least 20 B:C, UL rating each. Additional containers to provide capability beyond the first 20 B:C are allowed.

5.7.A.2. Dry chemical extinguishers must bear certification that they have been serviced annually. Each dry chemical extinguisher shall be removed at scrutineering and shaken to ensure that the chemical is not compacted in the extinguisher. All extinguishers must be equipped with a metal valve and a visible indication of the state of charge.

5.7.A.3. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type. Brackets shall be those designated by the manufacturer as for 'vehicular' application and approved by the U.S. Coast Guard or the U.S. DOT for that application.

5.7.A.4. Any fire requiring the discharge or partial discharge of any portable fire extinguisher, on-board the competition or the associated service vehicle, shall be reason to file an Incident Report.

5.7.B.1. As an alternative, vehicles may be equipped with on-board fire systems as long as all of the requirements in 5.7.A are met in fire extinguishing capabilities; but in addition must include a hand-held extinguisher of at least 10:B.C. For on-board fire systems not rated in B:C units, the equivalent capacity in pounds (equal to ½ the B:C rating) or kilograms must be present.

5.7.B.2. On-board fire systems may use Halon 1301 or 1211, with minimum of (2) nozzle locations, one in the driver's compartment and one in either the engine area or the fuel cell area. Manual or Automatic release is allowed. On-board fire systems may use AFFF or equivalent surfactant foam material (i.e. SPA Lite ZERO 2000, Coldfire 302), 2.25 liter minimum capacity (by volume). If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF fire systems bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight". All AFFF fire systems shall be serviced according to manufacturer's specifications. On-board fire systems may also use CEA614 provided that the lines and nozzles are replaced in accordance with the manufacturer (3M) instructions. All FM100 fire suppression systems are not allowed.

5.7.B.3. The fire system cylinder shall be securely mounted, in such a manner that it can be checked during a Technical Inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without value assembly).

5.7.B.4. All on-board fire systems shall be identified with two (2) circle "E" decals, one at one release location and the second on the outside bodywork in line with or as near to the release location as possible.

5.8 FUEL CONTAINERS

5.8.A.1. No gasoline other than that carried in the fuel tanks shall be carried in any vehicle. No fuel tanks, except SCCA-approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Any fuel tank or cell exposed on the bottom of the vehicle shall be equipped with a stone shield designed to prevent puncture or damage from flying stones and road debris.

5.8.A.2. Fuel pumps, filler, and filters shall also be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line located in the passenger compartment shall be made of metal or a metal braided (Aeroquip type) construction, with self sealing threads at all connections.

5.8.B. Safety Fuel Cell Specifications

5.8.B.1. All competition cars may be equipped with a fuel cell constructed and certified in accordance with the FIA FT-3 specifications. All safety fuel cells shall consist of a foam filled fuel bladder enclosed in a metal container at minimum.

5.8.B.2. **Container**

The fuel bladder must be constructed in accordance with the FIA FT-3 specifications and be completely surrounded by a container to ensure rigid and secure mounting of the bladder and provide additional protection. A minimum of .036 inch steel, 0.059 inch aluminum or an approved equivalent is required for all vehicles. The fuel cell shall not be installed any closer to the ground than six (6) inches, unless enclosed within the body work.

5.8.B.3. **Capacity**

There shall be no restriction of fuel capacity or dimensions of the fuel cell, except where otherwise specified. The installation of more than one cell is permitted.

5.8.B.4. **Other Designs**

SCCA may, at its discretion, approve safety fuel cells of other types and with basic specifications that differ from the bladder and container specifications above. In such cases, the manufacturer shall be required to demonstrate to the satisfaction of SCCA that such cells meet or exceed the crash resistant properties of cells meeting the standard specifications. SCCA may require independent laboratory analysis, comparative destructive testing, and such other tests it deems sufficient.

5.8.B.5. **Filler Cap**

A positive locking fuel filler cap (no monza/flip-type) shall be used, and fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel cell bladder, a check valve shall not be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening. If the filler cap is not located directly on the fuel bladder, a check valve shall be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. Fuel cell breathers shall vent outside the car. It is not permitted to vent the fuel system through the roll cage structure. The cell need not incorporate a drain fitting. Fuel filler location is unrestricted. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell.

5.8.B.6. **Fuel and Oil Lines**

All fuel and oil lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or bulkheaded.

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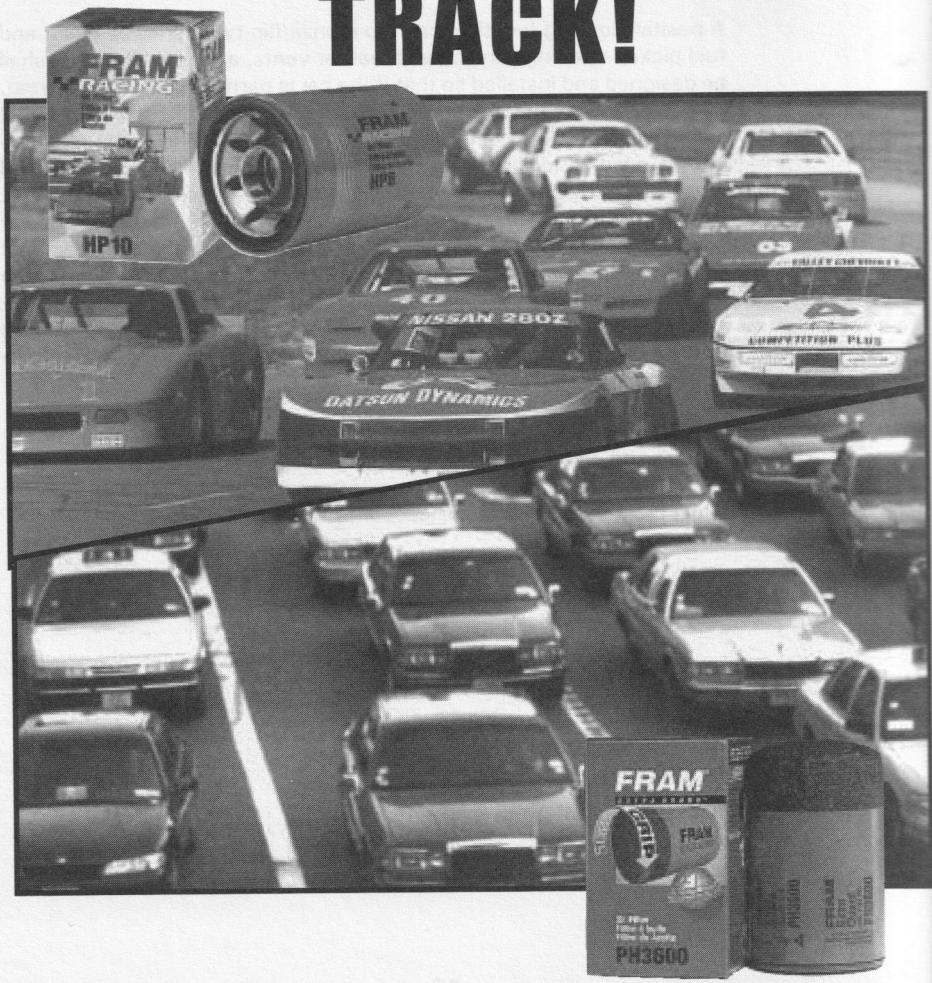

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ARTICLE 6

6. SCRUTINEERING

6.1. VEHICLE LOG BOOK

6.1.1. All competitors shall use a standard SCCA-vehicle logbook at all ***ProRally*** and ***ClubRally*** events. Vehicles without logbooks will not be allowed to start. Only one logbook will be issued for each vehicle (other than by way of extension or replacement) and the possession of two logbooks for one vehicle at one time shall be deemed a violation of these rules.

Licensed Scrutineers shall issue logbooks and assign an identity number to the vehicle. This number is to be permanently stamped on the vehicle's roll cage. The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with the (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this logbook must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. The Scrutineer, during technical inspection, will note any and all deviations (regarding both safety and legality). If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor. If a car is protested during an event, the results of this protest must be noted.

6.1.2. Logbooks must be presented to any rally official upon demand. Competitors will retain possession of the logbook upon completion of scrutineering. Rally officials may enter safety-related damage in the logbook. Logbooks issued by C.A.R.s. are to be accepted at all SCCA events. Any violation of the rules on log books will subject the competitor to license suspension and/or fine of up to $250.00.

6.2. ANNUAL INSPECTION

All vehicles that are eight years or older (age is the judgement of the event scrutineer - unless documentation is produced) that compete in ***ProRally*** and ***ClubRally*** events must pass an annual inspection performed by a licensed SCCA Scrutineer within the previous 12 months and have that inspection noted in the vehicle log book.

6.3. SCRUTINEERING

6.3.A.1. Each vehicle entered in a ***ProRally*** or ***ClubRally*** event shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the organizer. This safety inspection must be conducted under the direction of an appropriately licensed SCCA Scrutineer. Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the PRR and event supplementary regulations.

6.3.A.2. Items to be checked, in addition to those prescribed here will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements listed here and/or the event's Supplementary Regulations shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the organizer may direct.

6.3.A.3. Any obvious illegalities in vehicle preparation and/or eligibility for the class entered noted during scrutineering shall be reported by the Chief Scrutineer to the Event Steward who will adjudicate the situation. Vehicles that do not meet the safety requirements will not be allowed to start. Competitors whose vehicles do not meet the regulations for the class entered may choose to run in the appropriate class. A scrutineering sticker must be displayed on all competing vehicles prior to starting an event, and at all times during the event. Rally officials may subject vehicles to further inspection at any time during the course of the event. Vehicles found to be unsafe will be barred from further competition.

6.4. MINIMUM SCRUTINEERING REQUIREMENTS

The following vehicle equipment shall be operable and in safe condition:

6.4.A.1. Headlights (high and low beams), parking lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. It must be possible to extinguish all forward-facing driving lights and dim to low beam all headlights by the use of a single switch.

6.4.A.2. Taillights and stoplights

Horn, windshield wipers, windshield washers, and directional signals

6.4.A.4. Rear-view mirror

6.4.A.5. Foot brakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability).

6.4.A.6. Tires, including spare, to be inspected for condition of side-walls as well as tread and for absence of metal protruding from treat. Studded tires and similar tires containing metal protruding from the tread area are prohibited. further, all tires must have a minimum tread depth of 2/32", measured across the complete tread surface.

6.4.A.7. Mud flaps on all drive and rear wheels.

6.4.A.8. Roll cage meeting current SCCA or FIA specifications. SCCA-specifications are listed in Article 5.

6.4.A.9. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Article 5.

6.4.A.10. A laminated safety glass front windshield.

6.4.A.11. If the battery is located in the driver/co-driver compartment or the compartment containing a standard fuel tank, it must be equipped with leak proof caps enclosed in a non-conductive "marine type" box. The hot terminal must be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

6.4.A.12. Hoods must be fixed closed with hood pins accessible from the outside. Other fastening devices (inside or outside) must be rendered inoperative. For production classes either hood pins as specified in this section or the manufacturer's complete latch system, left intact, may be used.

6.4.A.13. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of seats, proper mounting of equipment in passenger compartment, and trunk. It is highly recommended that any items heavier than eight ounces not be secured with a bungee cord, but rather should be attached using conventional fasteners or a buckled strap. The appropriateness of the attachment is at the discretion of the Chief Scrutineer.

6.4.A.14. Two hooks (painted red or yellow) must be securely mounted to the vehicle, one in front and one in the rear. These must have an I.D. of at least one and a half (1½) inches and be capable of supporting the weight of the vehicle if it were being towed out of a dangerous location. It is recommended that the hooks or loops be installed through the from and rear bumpers.

6.4.A.15. Cameras and camera mounts shall be of a safe and secure design. The camera shall be secured at a minimum of two points on different sides of the camera, neither attachments may be elastic or plastic.

SCCA approved (safety and TV camera compatible) camera mounts are required in vehicle numbers 1-10 (previous year top finishers)

6.4.A.16. The floor pan and firewall must prevent the passage of exhaust fumes, or the vehicle must be adequately vented to prevent asphyxiation.

6.4.A.17. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent). It is recommended that all competitors in SCCA ***ProRally*** or ***ClubRally*** events complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.

6.4.A.18. Minimum of three D.O.T. reflective triangles, one of which must be within reach of the competitors, from their seats.

6.4.A.19. Fire extinguishers meeting the requirements in Article 5.It is required that at least one hand held extinguisher be within the reach of the co-driver when seated

6.4.A.20. A Tow rope capable of towing the vehicle.

6.4.A.21. If the vehicle competes with the driver's and/or co-driver's side window in the down position, appropriate window safety nets must be in place. Refer to diagram in Article 5. "Proper Window Net Installation," for additional information on mounting methods.

6.4.A.22. No gasoline other than that carried in the fuel tanks shall be carried in any vehicle

6.4.A.23. Power door locks have been rendered inoperative or replaced with manually operated mechanisms provided by the vehicle manufacturer or like installation approved by the RSD.

6.4.A.24. Movable metal sunroofs and/or roof panels have been fixed in the closed position. Glass or plastic sunroofs and/or roof panels are not allowed. Glass or plastic sunroofs and/or roof panels must have been replaced with metal and must be fixed in the closed position. The finished work must be of equal or greater strength than the permanent roof.

6.4.B Additional Scrutineering Requirements

6.4.B.1. **Noise Check**

The maximum allowable level cannot exceed 86 dba for any competing vehicle. The noise check should be conducted in the following manner: with the sound meter 50' from the left side of the vehicle and the vehicle in a stationary position; run the engine up to 4000 rpm, momentarily hold at 4000 rpm and close throttle return to idle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter. If the Event Steward believes a competitors car exceeds the noise limit, he can take any of the following actions.

A) Require it to be repaired before starting
B) Stop the competitor from further competition
C) Note the problem in the log book and require it to be repaired before the next event.

6.4.B.2. **Helmets**

Safety helmets for both driver and co-driver must meet the specifications listed in Article 5.

6.4.B.3. **Driving Suits**

The driving suits to be worn during competition must be presented at scrutineering and must carry a manufacturer's label indicating it meets the specifications in Article 5.

6.4.B.4. **Vehicle Identifications**

All vehicles must be presented in a neat and clean condition in order to reflect positively on the event and/or the series. All SCCA required and event required decals must be in place. Vehicles not meeting the visual identification and commercial advertising requirements will be barred from further competition unless otherwise allowed by the ***ProRally*** Series Steward at a ***ProRally*** event or at a ***ClubRally*** event by the Divisional ***ClubRally*** Steward or ***ClubRally*** Series Manager.

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ARTICLE 7

7. EVENT OPERATIONS

7.1. PRACTICE AND PACE NOTES

7.1.A. Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check.

7.1.B. Practicing in the area of an event shall be banned for a period of 90 days prior to each rally. Practicing is defined to be reconnaissance of the rally route in any vehicle, whether driver or passenger. The penalty for violation of this regulation shall be a mandatory one-year suspension of the competitor's FIA and/or SCCA rally license(s).

7.1.C. Pace notes shall be banned on rally events and each event should conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory three-month or two events (whichever is shorter) suspension of their FIA and/or SCCA rally license(s), and immediate disqualification from the event.

7.1.D. Pace Notes are defined as detailed notes on the route prepared in advance. Notes prepared during competition are not considered Pace Notes.

7.2. STAGES, ProRally, AND ClubRally

7.2.A. The stage must be identified in the route instructions, with mileage for the start and finish control.

7.2.B. Competitors shall start the stage at the "00" second mark of their "time out minute".

7.2.C. Competitors must start the stage on separate minutes.

7.2.D. Marshals shall control all intersections within a stage (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).

7.2.E. During stages, both driver and co-driver must wear helmets and driving suits conforming to the Article 2. Driver's suits are required for Coefficient 1 stage events and recommended for rallysprint and ***RallyCross*** events.

7.2.F. The occupant restraint system required in Article 2 must be worn at all times during the event.

7.2.G. Windows in the driver and co-driver doors must be closed during stages or appropriate window safety nets must be used. Windows down more than 1" are in violation of this rule. (See Article 2 for Proper Window Net Installation.)

7.2.H. A confirmed encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Event Steward. If a competitor encounters moving non-rally traffic, they should stop the civilians and hold them until they (and the next competitors) can decide the best course of action to ensure that the civilians do not continue down the stage and endanger all involved.

7.2.I. Competitors shall not drive a stage road in the opposite direction of the rally route while the stage is open for competition. The penalty for violation of this rule shall be at the discretion of the Event Steward.

7.3. CONTROLS, *ProRally*, AND *ClubRally*

7.3.A. General Information

1. All controls must be noted in the route book, except Observation Controls, which must not be referenced in the route book.
2. Competitors are required to stop with their cars and have their passage checked at all controls and in the correct order; failure to do this will result in the competitor being classified a DNF.
3. Should a control not be placed, the arrival time at the next control, which is in place should be calculated by adding the transit time and the "bogey" (slow) time for the stage, if applicable, plus three minutes for each control not placed. (Thus six minutes if both start and finish of a stage are not placed.) An Arrival Time Control (ATC), with a stage start, is considered one control.
4. The target time for covering the distance between two controls of a transit section will appear on the time card; should a discrepancy occur between the route book and the time cards or the time cards and the marshal logs, the time cards should be deemed official and correct.
5. Throughout the event, the official time will be the local time synchronized with WWV; all controls will have official time available to competitors. Hours and minutes may be shown either in a 12 or 24-hour clock format.

6. All controls, (i.e., Observation Controls, MTC's, Arrival with Start Controls, Finish Controls, and Regrouping Controls) will be indicated by means of SCCA-approved signs. A Control Zone is defined as being from 100' prior to the Clock sign or flying finish, to 100' after the manned portion of the control, unless indicated otherwise by gate signs - see Control descriptions.

7. All control zones are considered Parc Fermes. No servicing is permitted in a control zone, except the cleaning of windows and lights is authorized, providing this act does not hinder the operation of the control or prevent you from starting on your assigned minute. As an example, the opening of your hood or trunk is considered servicing. (also see Article 7.3.I.). Competitors will be considered to be in the control zone the moment they check into the control, whether or not their car is within the physical boundaries of the control zone.

8. Controls shall be ready to function 15 minutes before the target time for the arrival of the first competitor. Unless officially changed, the controls will close 15 minutes after the target time of the last competitor, plus MPL.

9. Competitors must follow the instructions of the marshal in charge of any control. Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.

10. Competitors may not mark on the time cards (except car numbers at the top of each page). Failure to observe this may lead to exclusion from the event or a ten-minute penalty, at the discretion of the Event Steward or the Event Chairman.

11. It is the competitors responsibility to ensure that all times and numbers entered on your time card by the Control personnel are correct and are on the correct page of the time card book. By leaving the Control zone, the competitor acknowledges that all is correct, except in the case where the competitor should have this dispute noted on the Control Log sheet.

7.3.B. Control Check-in Procedures (MTC, ATC/Stage Start, Regrouping Controls)

1. The target check-in time, which is the responsibility of the competitors, is the time obtained by adding the ideal time allowed to complete the transit section to the finish time of the Special Stage, or to the out time from the previous time control, these times being expressed to the minute (the seconds having been dropped).

2. Checking-in can only be carried out if the two competitors and the car are in the control zone and within the immediate vicinity of the control. The check-in time will correspond to the exact moment at which one of the competitors hands the time card to the marshal. Then the control marshal marks on the time card the actual (and official) time at which the card was handed to him, the "Time In".

3. Should a blockage occur at an ATC and the competing team is unable to reach the timing line (the clock sign) with their vehicle, one of the competitors must check-in during their correct minute, by handing their time card to the marshal during that minute. Failure to do so will result in an early or late time assessment.

4. If a vehicle enters the control zone prior to its check-in minute, the team will be penalized for an early entry as per Article 8, except as permitted *by 7.3.B.6.* for a MTC In.

5. The competitor does not incur any penalty for lateness if the act of handing the card to the marshal takes place during the check-in minute. Example: a competitor who is supposed to check-in at a control at 18:58 shall be considered to be on time if the check-in takes place between 18:58:00 and 18:58:59.

6. At a "MTC In" competitors may check-in before the target time without incurring any penalty if the competitors announce the time to the minute which they want to be checked-in and providing that minute has not already passed. If the requested minute has passed, they will be given the current minute.

7. Any difference between the actual check-in time and the target check-in time will be penalized as per Article 8.

8. In order to check their clocks, competitors may enter the control zone on foot and consult the official clock at the control without penalty. The other team member and/or car do not need to be in the control zone at that time. However, the control marshal may not give them any information on their target check-in time.

7.3.C. Main Time Controls (MTC)

1. Each leg of a rally will begin with a Main Time Control Out (MTC Out) and end with a Main Time Control In (MTC In). The last instruction in the Route book, will be considered the finish of the Leg and the Final MTC for that Leg, unless otherwise indicated in the Route book.

2. MTC In and MTC Out may be combined into one control zone using one control crew for purposes of a time card exchange.

3. MTC's shall be subject to the general rules for controls (7.3.A). An MTC In shall be subject to the rules for check-in procedures for controls in 7.3.B.

4. Organizers will assign an Out-minute for each entrant at each MTC Out, either on the time cards or on a printed schedule. At an MTC Out competitors enter the control zone during the minute preceding their Out-minute and are released by control workers at the beginning of their Out-minute. An organizer may use one of the following alternate MTC Out procedures if specified in the Supplementary Regulations:

    a. A "free start" - competitors leave without being required to check out at an MTC Out control. They may leave earlier than their assigned Out-minute.

    b. A compressed start for public relations purposes -competitors leave early as per instructions from the MTC Out control.

5. Late arrival at an MTC Out shall be penalized as per Article 8 and a new Out-minute shall be assigned by the control workers to prevent the need for making up time on the next transit section.

7.3.D. ATC/Stage Starts

1. ATC and stage start controls are subject to the general rules for controls in 7.3.A. and the check-in procedures for controls in 7.3.B.

2. At an ATC, followed by a start control for a stage, the following procedure shall be applied:

    These two controls shall be included in a single control area, the signs for which shall be laid out as follows:

    a. Open gate sign (beginning of zone) - required sign.

    b. Clock sign (timing car), at a distance of about 100'.

    c. Furled flag sign (start of stage), at a distance of about 200'.

    d. The control zone ends at a distance of 100' from the manned portion of the control or at a Crossbar sign if used.

3. At the ATC at the end of a transit section, the marshal shall enter on the time card the check-in time of the competitor, and also the ideal starting time for the following special stage. The marshal will normally allow two minutes between these times, and the competitors must be ready to start at that time. The starting interval between all cars for special stages will be one minute, unless retirements or lateness has caused a longer interval or the organizer has extended the interval for the entire field in the interest of safety.

4. It is permissible, if agreed upon by both competitors, for two competitors, running consecutively on the road, to switch positions on the road. The final decision on this switch will rest with the control marshals and shall not result in any competitor gaining an unfair advantage, such as a two-minute "window."

5. Start of a stage will be as follows:

    a. The competitors and the vehicle will go immediately to the start of the stage (furled flag sign). The marshal there will enter on the competitor's time card the actual starting time for the stage, hour + minute, which will normally correspond to the ideal starting time. The time card will be handed back to the competitor and the marshal will countdown aloud: "30" - "15" - "10" and the last five seconds one by one. When the last five seconds have elapsed, the starting signal shall be given at which time the car must leave.

    b. The actual start of the stage may only be delayed in relation to the ideal scheduled time by the control marshal in a case of "force majeure."

    c. In the case of a discrepancy between the ideal and actual recorded times, the actual starting time of the stage will be official.

6. A false start, particularly one made before the marshal has given the "go" signal, shall be penalized by two minutes. The starting marshal is the sole authority in regards to a team's starting time.

7.3.E. Stage Finishes

1. Finish Time Controls (FTC) shall be subject to the general rules for controls in 7.3.A.

2. Layout of Finish Control

    a. The Finish Control Zone starts at 100' prior to the finish. Gate signs are not permitted here.

    b. The flying finish of the stage is indicated by a Checkered Flag sign.

c. At a distance of 0.1 to 0.3 mile from the flying finish is the FTC, indicated by a Clock sign. The competitors must stop here to have their finish time entered on their time card.

d. The finish of the control zone will be at a distance of 100' from the FTC, unless indicated otherwise by a Cross bar sign.

3. Stopping between the flying finish and the clock sign is forbidden. The penalty for violation of this rule shall be at the discretion of the Event Steward.

4. After receiving the time card back from the control marshal, the competitors must leave the area immediately.

7.3.F. Observation Controls

Observation Controls are used to check for contestant violations of state or local laws (especially speeding) in transit sections, contestants' use of "Pace Notes" in stages, and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from a preceding control or may be checked by radar, the latter being preferred. When used to check for pace notes an Observation Control should be located within a Start or Finish Control. Contestants' time cards shall be marked to record passage.

Each event should have at least one Observation Control for the purpose of determining if competitors' vehicles are adhering to state vehicle codes. Competitors' vehicles determined to have violated these rules shall be disqualified or penalized per Article 8.

7.3.G. Regrouping Controls (RGC)

1. Regrouping Controls may be set up along the route; their entry and exit controls shall be subject to the general rules governing time controls in 7.3.A., and 7.3.B. Regrouping Controls should **not** be considered MTC's, and thus early arrival is **not** permitted.

2. The purpose of Regrouping Controls will be to reduce the intervals that may occur between competitors as a result of late arrivals or retirements. The re-starting time from Regrouping Controls and not their length must be taken into account. First cars on the road will typically be required to spend a longer period of time than later cars at Regrouping Controls.

3. On arrival at Regrouping Controls, competitors will receive instructions on their re-starting time. They then must drive their car immediately and directly to the designated parking area, Parc Ferme, Parc Expose,

or service area. The re-starting order shall be that of arrival order, unless a reseed has occurred. A new set of time cards may or may not be issued.

7.3.H. Parc Expose

A Parc Expose is a location where a competitor is required to bring the vehicle (as stated in the Supplementary Regulations) for public viewing. Anyone may enter a Parc Expose area. Vehicle checking, tuning, or repair is allowed by either the competitors or service crews.

The Supplementary Regulations will specify the time and place where the Parc Expose will be located. If a Parc Ferme is also incorporated with the Parc Expose, then the two locations should be the same to avoid the need for competitors to move their cars.

The Parc Expose is under the control of the appointed Rally Officials; these officials are authorized to give orders to the competitors. The Parc Expose may become a Parc Ferme at a time specified in by the organizer.

Competitors may be required to bring their cars to a Parc Expose no more than six hours before the start. Failure to report on time, to a Parc Expose before the start, will result in a fine of $100.00, payable to the Event Steward.

7.3.I. Parc Ferme

A Parc Ferme is an area where no checking, tuning, or repair of vehicles, including tire changing or refueling, is allowed.

1. A control zone is considered to be a Parc Ferme.
2. A Parc Ferme may also be a location, specified in the Supplemental Regulations, where the competitor is required to bring the vehicle for a specified time. It shall be of adequate size and well closed off to ensure that no unauthorized personnel may gain access. Surveillance shall be carried out by rally officials; these officials are responsible for its operation. Failure to report on time, to a Parc Ferme before the start, will result in a fine of $100, payable to the Event Steward.

Only rally officials may enter the Parc Ferme. As soon as competitors have parked their cars, they must leave the Parc Ferme. They will be allowed to re-enter (or enter) the Parc Ferme ten minutes before their re-start (or start) time; any violation of the latter will result in a time penalty similar to early arrival at a time control.

If the organizers or the Event Steward consider that a car is so defective that normal road traffic may be affected, the car must be repaired in the presence of a rally official. The minutes needed for repair will be penalized similar to

late arrival at a time control. If the competitor cannot present the car in a road worthy condition, to the MTC Out, during the proper start minute, a new start time will be assigned to keep the competitor from trying to regain the minutes lost.

7.4. MPL AND MPE, *ProRally* AND *ClubRally*

7.4.A. Maximum Permitted Lateness (MPL) shall not exceed 30 minutes for an entire event, or for separate legs of an event, as stated in the Supplementary Regulations. MPL will be accumulated by exceeding the time allowance between two timing controls, the bogey (slow) time allowance for a special stage, or a combination of the two. The penalty for exceeding MPL is exclusion from the event, this is also known as being Time Barred.

7.4.B. In no case may early arrival at controls be used as a means of reducing accumulated MPL.

7.4.C. Exclusion for exceeding the maximum permitted lateness may only be applied at an MTC, a Regrouping Control or the end of the rally.

7.4.D. The Maximum Permitted Earliness (MPE) for the entire event will be ten minutes. Exceeding ten minutes earliness will cause the competitor to be excluded from the event.

7.5. TIME ASSESSMENTS, *ProRally* AND *ClubRally*

7.5.A. The Event Chairman or Event Steward has the right to correct any obvious and substantiated timing errors.

7.5.B. All official time assessments may be made in minutes and seconds (preferred) or minutes and hundredths. However, if minutes and hundredths are used, the final score must be transferred to hours, minutes and seconds for use with the overall results

7.5.C. In order for a competitor to be scored, he must have:

1. Complied with 7.3.A.2 (passage recorded at all controls in the correct order); and
2. Completed all stages in their entirety, as prescribed by the instructions in the route book; an instruction consists of all columns of a numbered line. Non-compliance will result in the competitor being assessed the slowest time for the stage for the first infraction, and exclusion for the second.

7.5.D. When a stage has been stopped, for whatever reason, before the last competitor has completed it, a time for that stage will be assigned to each competitor who has not completed the stage before the stoppage. This time will be equal to the slowest time set before the stoppage. Should the

steward(s) consider that the slowest time set is abnormal, he (they) may choose a time that seems most suitable amongst the three slowest times set prior to the stoppage. No competitor who is totally or partially responsible for the stoppage of that stage may benefit from this measure.

7.5.E. A competing vehicle shall not be moved, after starting an event, by other than its own power except:

1. By unplanned assistance by towing or pushing. The car may not be moved by use of trailers, dollies, tow trucks, or other devices that allow the vehicle to be towed without its wheels on the road surface. Unplanned assistance may not come from any person working as part of a service crew during any portion of the event. Unplanned assistance may come from any other person, including other competitors; or by official permission or instruction.

Any competitor found to have unreasonably delayed another competitor by their actions shall be disciplined at the discretion of the PRSS.

7.6. QUIET ZONES

Quiet zones are portions of the rally route on a ***ProRally*** or ***ClubRally*** where competitors must proceed under the following conditions:

1. Maximum speed specified in the Supplementary Regulations or route book; or, if none specified, five mph below the speed limit,
2. No driving lights, low beams only, and
3. Make as little noise as possible.

7.7. COURSE OPENING AND CLOSING

Each ***ProRally*** and ***ClubRally*** shall employ a minimum of one course-opening vehicle to precede the first competitor on the route by approximately 30 minutes. NO competition vehicle will be allowed to begin any stage before the course-opening vehicle has cleared the stage and declared it open for competition.

Every ***ProRally*** and ***ClubRally*** Series Event shall utilize at least one course-closing vehicle for the purpose of accounting for all competitors and control closing. At least one other vehicle (sweep) must be assigned to aid stranded competitors and their cars.

7.8. FORCE MAJEURE

While ***ProRally*** and ***ClubRally*** event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. This type of obstruction is called "Force Majeure".

Unexpected obstructions are generally the result of three conditions:

1. Conditions of Force Majeure
2. Conditions created by competitor error
3. Conditions created by organizer error.

Claims arising from conditions created by organizer error (3 above), may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of Force Majeure (1 above) or competitor error (2 above), are not to be allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's rights to submit claims per the PRR, or deny the organizer's rights to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field. The Event Steward has the authority to adjust a competitor's time on a stage or transit if the Steward feels that the safety of another competitor was at stake.

7.9. SERVICE CREWS AND SERVICING, *ProRally* AND *ClubRally*

7.9.A. Servicing is defined as either any repair or maintenance of a competing vehicle by any service crew personnel; **or** repairs or maintenance of a competing car by the driver and/or co-driver using items not carried in the competing car. Unplanned assistance by anyone other than a service crew will be permitted at any point along the rally route, except as forbidden in Parc Fermes, Control Zones, etc. Accepting help from the sweep crew is therefore allowed.

7.9.B. Servicing is only allowed at the times and locations designated in the route book or Supplementary Regulations. Servicing at other locations on or off the route is forbidden. Whether a service area has Controls or not, it is not permissible for the car to temporarily leave the defined area to test, drive or "bed-in" brakes etc. Such action is considered illegal servicing as it is outside the defined area.

7.9.C. All members of the service crew must register with the organizer and sign the SCCA Rally Waiver and Release Form (#9719). Servicing by unregistered people is not permitted. All vehicles to be used during the event must be listed on the "Service Crew Registration Form". This includes service vans, rental cars, or any other car carrying service crew personnel. Furthermore all persons riding in these vehicles must register and sign the waiver.

7.9.D. Service vehicles are required to carry fire extinguishers. Any time service is being performed the fire extinguisher must be out of the service vehicle, and readily available. During refueling one crewmember shall have the fire extinguisher in hand in close proximity to the refueling procedure.

7.9.E. Jack stands must be placed under the vehicle when more than one wheel is in the air. The jack stand must support the portion of the vehicle in the air when work is being performed underneath the vehicle.

7.9.F. Service vehicle identification issued by the organizers must be placed in a highly visible location on the front part of the vehicle so as to be visible to an 'O' Control. This will be equivalent to a 4"X6" card, preferably brightly colored, with the competitor's car number clearly marked. The service vehicle will have equivalent identification for each of the competitors they are servicing. Service vehicles and personnel must follow their designated route and stop at all Observation Controls encountered.

7.9.G. Service vehicles are subject to the same penalties as the competitors. Any penalty incurred by a service vehicle or personnel will be applied to the competitors for whom the service crew is registered.

7.9.H. Vehicle(s) and personnel arriving on course (stage or transit) or off course with the intent of providing unplanned assistance to specific team(s) shall be considered to be involved in illegal servicing. Such intent shall be determined based on the judgment of the Event Organizer in agreement with the Event Steward. Penalties will be assessed as per Article 8.

7.10 EMERGENGY PROCEDURES, *ProRally* AND *ClubRally*

7.10.A. If competitors stop on a stage for any reason, they must immediately set out triangles and ensure the vehicle does not impede the passage of following vehicles. Warning triangles are to be set on the same side of the road as the location of the stopped vehicle. To comply with this rule it is expected that one of the competitors, will place a Reflective triangle in the correct location, within 30 seconds of coming to a stop on a stop. If the stop is for an extended period, then the OK sign also must be displayed. Competitors continuing on the stage after stopping must remove all warning triangles before continuing on the stage.

7.10.B. If an accident has occurred and the occupants are still in the car, triangles have not been placed, or Red Cross displayed, the first competitor on the scene must stop, evaluate the situation, and if necessary display the Red Cross and triangles and render assistance to injured competitors.

7.10.C. Upon arrival of the next vehicle, a quick, accurate assessment of which people can render the best help must be made, with one of the vehicles immediately proceeding down the stage to the next radio point. This may very well be the stage finish. However, a number of stages now have mid-point radios that are indicated in the route book. Information regarding the exact location (mileage) of the accident and an assessment of the extent of the emergency must be given to the radio personnel.

7.10.D. Upon notification of the Red Cross situation, the stage is immediately stopped and medical personnel are dispatched from stage start with a radio operator to communicate necessary information.

7.10.E. Once the Red Cross is displayed, it must remain displayed. All following competitors must stop and render assistance as needed, control traffic and assure the road remains open to emergency vehicles. Unnecessary teams should then continue to the finish of the stage at transit speed. The competition on this stage is over and it will be scored according to these rules.

7.10.F. After the situation has been cleared, the workers at the start control will inform competitors as to how to proceed. At this time, the Red Cross should be removed from the accident scene.

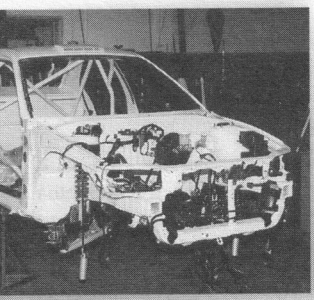
7.10.G. The driver of any vehicle involved in a rally related accident resulting in personal injury or property damage must fill-out an Incident Report Form and file as per Article 1.6.D.

7.10.H. If a competitor has crashed or is not visible from the stage road or leaves the stage road, and does not require medical assistance, they must show the OK sign to the next 3 cars.

7.10.I. Failure to comply with any part of this Emergency Procedures section, will result in an automatic $100 fine and possibly in a license suspension.

7.11. VEHICLE IMPOUND

The first place vehicle in all classes at a ***ProRally*** may be impounded for inspection at the conclusion of the event (other vehicles may be selected by the Event Steward). Competitors whose vehicles are to be inspected/torn down will be informed at the final MTC; at this time they must make a representative available to assist the Event Steward and his assistants. Competitors will be disqualified if they fail to follow the impound instructions of the Event Steward or his designee.



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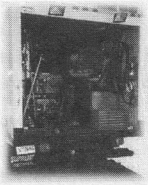

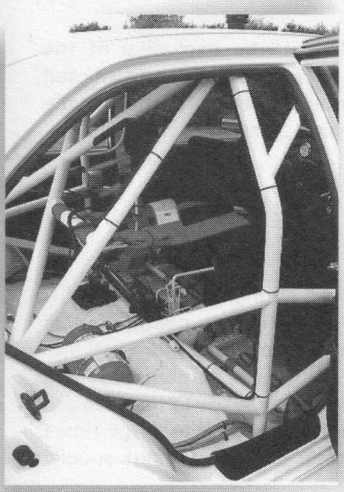

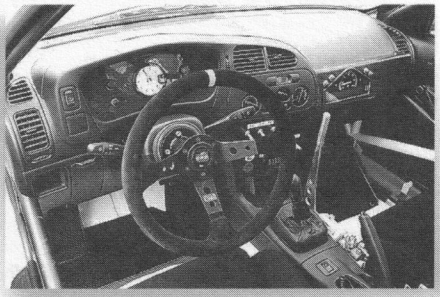

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7.12. PRIZE FUND AND AWARDS

The event prize fund at a ***ProRally*** or ***ClubRally*** shall be exclusive of the manufacturer contingency monies. The total event prize fund shall be distributed as described in the Supplementary Regulations for each event. Normally three cars must start in a class to have money and trophies awarded.

7.13 RESULTS, *ProRally* AND *ClubRally*

7.13.A. "Informational" scores may be posted at any time during or after an event. Complete "provisional" control-by-control scores shall be posted for all finishers at a time and place specified in the supplementary regulations. However, the Provisional results for ***ProRally*** events must be generated and printed by computer from files that will be used to compile the Official results for Denver and must be sorted by overall sequence and show all stage times and road points, otherwise they cannot be made Official without special approval of the PRSS.

7.13.B. Scores shall be signed by the Event Chairman or Event Steward and declared official 30 minutes after the Provisional scores are correctly posted, pending resolution of claims filed during the thirty-minute period. Once the results have been properly declared official they are not subject to any further protest or claim by any competitor, and they may not be altered or changed by anyone, except the Event Steward may correct any obvious errors at any time. While such a change will not affect trophies awarded at that event, it may result in changes to the year end points and seeding. Only the results of claims filed during the thirty-minute time period may alter the Provisional scores.

7.13.C. Official results, including all categories on the SCCA results form, must be mailed to all entrants, both driver and co-driver, PRSS, and the RSD within 15 days of the event. For a ProRally, these results must include break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include class designations for finishers and non-finishers.

7.13.D. Note to ProRally Orgnizers: A member of the organizing committee must email a copy of the "Official" results to the RSD before noon, Mountain Time, on the Monday following the event.

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ARTICLE 8

8. PENALTIES AND CLAIMS

8.1. TIME ASSESSMENTS FOR ALL *ProRally* AND *ClubRally* EVENTS:

8.1.A. One-second for each second taken to traverse a stage.

8.1.B. One-minute for each minute early at a Time, MTC, ATC, or Regrouping Control.

8.1.C. One minute (or 12 seconds (20 hundredths), if so specified in supplementary regulations) for each minute late at a Time, ATC, MTC, Regrouping Control, Parc Expose, or Parc Ferme during the rally.

8.1.D. One minute of MPL will be accumulated for each minute of late arrival at a Time, MTC, ATC or Regrouping Control and for each minute, in excess of the bogey time, taken to complete a stage.

8.1.E. One minute of MPE will be accumulated for each minute of early arrival at a Time, MTC, ATC or Regrouping Control.

8.2. OTHER PENALTIES

The penalties listed in this section can be regarded as the normal penalty, however the Event Steward can apply any of the following as warranted by the offence.

Reprimand which shall be noted in his or her license file.
Fine ($1 - $1000)
Probation of competition privileges.
Time or position
Disqualification from competition.
Exclusion from competition.
Suspension of competition privileges.
Loss of accrued points.
Expulsion from SCCA

8.2.A. Time Penalties

8.2.A.1. Two minutes for starting a stage before the starter has given the signal to "go."

8.2.A.2. Two minutes for windows down more than 1" without nets on a stage.

8.2.A.3. Two minutes for Service vehicle or personnel found off course.

8.2.A.4. Exceeding speed limit at Observation Controls.

(.5 min penalty/each)		(1 min/each)		(2 min/each)	
MPH over =	minutes	MPH over =	minutes	MPH over =	minutes
6	.5	11	3.5	16	9.5
7	1.0	12	4.5	17	11.5
8	1.5	13	5.5	18	13.5
9	2.0	14	6.5	19	15.5
10	2.5	15	7.5	20	17.5

For every mph more than 20 mph over the speed limit, an additional five minutes. In addition, for greater than 15 mph over the speed limit, the Event Steward may exclude competitors who are deemed to be operating in an unsafe manner.

8.2.A.5. Five minutes for initial traffic citation (other than speeding)

8.2.A.6. Five minutes for violation of the Quiet Zone rule

8.2.A.7. Five minutes for driving the wrong way on a stage.

8.2.A.8. Five minutes for unreasonable delay of another competitor on a stage.

8.2.A.9. Ten minutes or exclusion for refusing directions from a rally official.

8.2.A.10. Ten minutes for competitors marking on their time cards.

8.2.A.11. Ten minutes for working on your vehicle within Parc Ferme or control zones.

8.2.A.12. Ten minutes for second offense of Service vehicles or personnel found off route.

8.2.B. Fines

8.2.B.1. $50 for incorrect identification as per Article 3.

8.2.B.2. $100 for servicing without Jack Stands with more than one wheel off ground.

8.2.B.3. $100 for not following Emergency Procedures as per Article 7.10.

8.2.B.4. $100 and/or license suspension for not submitting an incident report as per Article 1.6.D.

8.2.B.5. $100 for reporting late for a Parc Fermee or Parc Expose.

8.2.B.6. $150 for refueling without manning a Fire Extinguisher.

8.2.B.7. $250 and/or license suspension for Log Book falsifications.

8.2.B.8. Up to twice the entry fee for refusing to display organizer or SCCA sponsor advertising.

8.2.C. **Additional Penalties**

8.2.C.1 Exclusion for more than one traffic citation.

8.2.C.2. Exclusion for second offence of servicing other than in a Service Area.

8.2.C.3. Exclusion or other penalties for Class compliant irregularities, at the discression of the Event Steward.

8.2.C.4. Exclusion or other penalties for Stage Safety non compliance. Article 7.10.

8.2.C.5. Exclusion and/or other penalties for the use of Practice and Pace Notes.

8.2.C.6. Exclusion for changes from the competitors or car on the Start List.

8.2.C.7. Exclusion for falsifications on the Entry Form.

8.2.C.8. Exclusion for not stopping at all controls and in the correct sequence.

8.2.C.9. Exclusion and/or other penalties for stopping in the FTC zone before the Clock.

8.2.C.8. GN, GA, P, GT, G5, and G2 class cars without proper class ID, will be scored as Open class.

8.2.C.9. If a vehicle is found not to be in compliance with the Class rules, the entry can be changed without penalty to a compliant Class, if this is done before the first Time Control.

8.2.D. **Impounds**

8.2.D.1. The Event Steward can inspect any vehicle at anytime. If the vehicle, upon inspection, is found by the Event Steward not to be in compliance with the rules, penalties can be issued. The range of penalties are those specified in Article 8.2.

8.2.D.2. The competitor shall be responsible for performing the disassembly, reassembly and resultant expense for any inspection to confirm vehicle legality, ordered by the Event Steward or his designee.

8.3. CLAIMS

The right to file a claim lies with any competitor who may consider himself/herself aggrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event.

8.3.A Types of claims

8.3.A.1. An **inquiry** is an informal written communication from the competitor to the organizer, describing a situation and/or requesting an action. It requires unilateral action on the part of the organizer; organizers will respond in writing.

8.3.A.2. A **protest** is a written communication, on an official protest form, from a competitor to the Protest Committee. A committee of three voting members shall settle all protests. This committee will consist of the Event Steward (or his/her representative) who will act as chairman, and will also select two or three other members. The Event Steward will chair the meeting and will ensure that all concerned parties and their witnesses are duly summoned and that a fair review is held.

8.3.A.3. Protests must be submitted to the Event Steward on the official SCCA Protest Form and be accompanied by a $50.00 fee, in cash, per item. These forms will be available at the final MTC IN, or from the Event Steward. The fee will be returned if the claim is upheld and may be returned regardless of its disposition. All decisions of the Protest Committee shall be reduced to writing and a copy of the written answer will be posted on the Official Notice Board. A copy of the written answer will also be given to the claimant. Written witness statements and the committees decision will be taken during the meeting and kept on file by the PRSS.

8.3.A.4. Monies from claims which are denied and which are kept by the Protest Committee shall be collected by the Event Steward and forwarded to the RSD.

8.3.B Claims Against the Conduct of the Event

Claims submitted for situations arising on the route or control procedures must be submitted within 30 minutes of the contestant's in time at the final MTC. Claims prompted by the posting of provisional scores shall be submitted within 30 minutes of the posting of those scores and must be based on information contained in those scores.

8.3.C Claims Against Competitors

Claims submitted against the actions of another competitor must be submitted within 30 minutes of the claimant's in time at the final MTC.

8.3.D Claims Against Vehicles

A claim against the legality of a competition vehicle shall be lodged no later than the start of the first car from the first time control. The Event Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.

Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event.

Any vehicle found by the Protest Committee to be in violation of vehicle eligibility or preparation shall be penalized by the Event Steward as listed in Article 8.2.

The burden of proof of violation will lie with the claimant. If disassembly is required to rule on a claim, the Event Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and re-assembly. This cash bond shall be, at a minimum, $200.00.

If, upon inspection, the vehicle is found to conform, the claimant shall forfeit the bond that shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

A competitor may only be disqualified or penalized by a Protest Committee at the end of an event with the exception of Automatic Penalties (see Article 8.2).

8.4 APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Protest Committee. A written notice of intention to appeal and one half of the appeal fee ($100.00) must be given to the Event Steward within 30 minutes of the announcement of the decision of the Protest Committee. A written notice of appeal, and including the balance ($100.00) of the appeal fee of $200.00, shall be received by the RSD within ten days after the announcement of the Protest Committee's decision.

An appeal will be heard by a Court of Appeals (appointed by the RSD) to consider its merits. The Court of Appeals will render a final decision within 15 days of the receipt of the written appeal. Appeals that are upheld may alter the official results of an event but will **not** affect the trophies already presented by the event's organizers. Pending the disposition of an appeal, all cash awards affected by the appeal shall be withheld until its resolution.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee. If the Court of Appeals does not find for the appellant the fee may be forfeited.

8.5 CONDUCT OF CONTESTANTS

8.5.A Required Conduct

Every contestant shall conduct himself in a sportsmanlike manner at all times during a ***ProRally*** or ***ClubRally*** event in his dealings with the public, with other contestants, and with members of the rally committee.

Any person connected with the event (worker, competitor, official, etc.) using alcoholic beverages or controlled substances during the competition portions of the event will be severely disciplined and immediately removed from the event by the Event Chairperson, the PRSS at ***ProRally*** events, or the ***ClubRally*** Steward at ***ClubRally*** events.

8.5.B Charges

Any participant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the RSD.

8.5.C Discipline (*ProRally* Competitors)

Any participant so charged who in the RSD judgment is guilty of unsportsmanlike conduct or other reprehensible behavior in connection with a ***ProRally*** shall be disciplined by the RSD. Such discipline will be from the range of penalties described in Article 8.2 or as described below as deemed commensurate with the nature and gravity of the offense:

8.5.C.1. A private letter of warning shall be written by the RSD to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in more strict disciplinary action; or

8.5.C.2. A letter of censure shall be issued, with or without notice to the SCCA member, setting forth his breach(s) of conduct and censuring him for conduct detrimental to the best interest of the sport. Any further offense of the same or similar nature shall automatically result in his disqualification from further participation in SCCA ***ProRally*** or ***ClubRally*** events for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

8.5.C.3. Suspension from the ***ProRally/ClubRally*** program up to a period of one year from the date of the offense; and a $500.00 fine; or

8.5.C.4. The RSD shall recommend to the BoD that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

The RSD will honor and extend to the ProRally Series any discipline issued by the PRB concerning ClubRally events.

8.6. Discipline (*ClubRally* Competitors)

The PRB will honor and extend to the ***ClubRally*** Series any discipline issued by the RSD against a competitor. Any person charged with a violation of this rule, in connection with a ***ClubRally***, will be appraised of the charge and afforded an opportunity to answer them in writing to the PRB. Any person so charged who, in the PRB's judgment, is guilty of unsportsmanlike conduct or other reprehensible behavior shall be disciplined by the PRB. Discipline shall take one of the following forms as the PRB may deem to be commensurate with the nature and gravity of the offense:

8.6.A. Discipline

8.6.A.1. A private letter of warning shall be issued by the PRB to the offending person describing the breach of conduct and cautioning that any further act detrimental to the best interests of the sport will result in sterner action; or

8.6.A.2. A letter of probation shall be issued describing the misconduct and censuring the competitor for conduct detrimental to the best interests of the sport. Any further offense of the same or similar nature shall result in automatic disqualification from participation in ***ClubRally*** events for a period of one year dating from the most recent offense and in forfeiture of any standing in the championship competition for that year; or

8.6.A.3. A fine (of up to $250) may be imposed by the Event Steward or other court. If unable to immediately pay the full amount of a fine, a driver must surrender his/her competition license to the steward or court. A

driver's competition privileges shall be under suspension as long as the fine remains unpaid. All fines shall be forwarded to the RSD by the ***ClubRally*** Steward or court; or

8.6.A.4. Suspension from participation in any ***ClubRally*** event for an indefinite period of time; or

8.6.A.5. The PRB shall recommend to the BOD that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

ARTICLE 9

9. ANNUAL *ProRally* SERIES CHAMPIONSHIPS

9.1. Driver and Co-Driver *ProRally* Championships

9.1.A. Driver and Co-Driver ProRally Championships

Each year the SCCA shall recognize ProRally Series Championships in two categories that shall be known as driver and co-driver. The ProRally Overall Series Championship for the driver will be awarded the John Wolfe Cup and the co-driver will be awarded the Grant Whitaker Cup.

Competitors in the Open Class, Production Class (Production and Rallytruck Class combined), Production GT, Group 5, Group 2, *Group A* and *Group N* shall also be eligible for separate championships for drivers and co-drivers. The ***ProRally*** Series Championships shall be determined on the basis of points earned in sanctioned point events.

Competitors running 2WD vehicles shall be eligible for the 2WD Overall Driver (Woodner Cup) and 2WD Overall Co-Driver championships.

Each January, the PRSS will decide how many events [drivers and co-drivers] may count toward the year-end championships for Overall, 2WD Overall, Open, Production, Production GT, Group 5, Group 2, Group A and Group N. In theory, 70% of all ***ProRally*** events on the calendar will be able to be counted for these championships.

Any Coefficient 3 ***ClubRally*** can award ***ProRally*** Championship points by applying, and getting approval from the PRB and PRSS. The event will then be known as a "National Coefficient 3". These rallies will award championship points equal to 60% of the Coefficient 5 events.

When a Coefficient 3 ***ClubRally*** is to award ***ProRally*** Championship points, the Event will be conducted per the ***ClubRally*** Rules, with the following exceptions:

1. The rally will be scored as one event and results will list teams who competed in final finishing order. ***ProRally*** points will be awarded to ***ProRally*** license holders without regard to license type held by their teammate. In assigning ***ProRally*** points, the finishing positions of excluded drivers and co-drivers (i.e. ***ClubRally*** license holders) will be ignored.;
2. The course will be the same for both events;
3. The starting order formula will be established by the PRB.

The series overall championship will be determined by the driver and co-driver who accumulate the most points in the overall category.

In case of ties in final point standings, they will be resolved according to each competitor's record of 1st place finishes, then if necessary, the number of 2nd place finishes, then if necessary, the number of 3rd place finishes, and so on, down to 10th position. All events entered will be considered for tiebreakers.

9.1.B. In Coefficient 3 and Coefficient 5 events, points shall be awarded to both driver and co-driver based on the competitor's overall finishing position as follows:

Finish Position	Coefficient 5 National Points	Coefficient 3 National Points
1st	20	12
2nd	15	9.0
3rd	12	7.2
4th	10	6.0
5th	8	4.8
6th	6	3.6
7th	4	2.4
8th	3	1.8
9th	2	1.2
10th - 15th	1	0.6

9.1.C. Two additional points will be awarded to each driver and co-driver starting each ***ProRally*** event on the calendar, both Coefficient 3 and 5. These points are retained regardless of whether finishing position points are dropped. For

example, if a competitor starts seven ***ProRally*** events, he/she will receive 14 points, in addition to any finishing position points.

9.1.D. Competitors driving Open, Production, Production GT, Group 5 and Group 2 classes will also receive points earned for separate championships based on their finishing position within class. The points system in 9.1.B., plus the addition of starting points (9.1.C.), will be used to calculate standings in these championships.

9.1.E. Competitors driving 2WD vehicles will also receive points for 2WD Overall Driver and Co-Driver, based on their finishing position compared to other 2WD competitors. The points system in 9.1.B.. and 9.1.C. will be used except that the finishing positions of 4WD competitors will be ignored in assigning points. Thus a driver who finishes third overall on a Coeff. 3 ***ProRally*** behind two 4WD competitors will receive 14 points (12 plus two starting points); if he/she finishes third overall on a 5 ProRally behind two 4WD competitors he/she will receive 22 points (20 plus two starting points). The 2WD Overall Driver Championship award is known as the Woodner Cup.

9.1.F. Competitors in Group A and Group N classes will also receive points earned for separate championships based on their finishing position within class. Points will be awarded as follows:

Finish Position	Points
1st	10
2nd	6
3rd	4
4th	3
5th	2
6th	1

Starting points will not be awarded when calculating the Group A and Group N championships.

9.1.G. Points earned in one category or class are not transferable to any other category or class.

9.1.H. The RSD shall annually determine the number of awards to be presented to the **ProRally** competitors in each category and class and the place and time of the annual awards ceremony.

9.2. ROOKIE OF THE YEAR AWARD

The PRB shall annually select a recipient for the Rookie of the Year Award to recognize the driver who has made the most significant progress in his/her first year of National competition. Selection will be based on the driver who began

his/her season in National Seed 6 and finished the highest in the overall year-end standings.

9.3. MANUFACTURER'S CHAMPIONSHIPS

SCCA will recognize Manufacturer Championships based on points accrued by member manufacturer entrants at all ***ProRally*** events in the series, both Coefficient 3 and 5. Only manufacturers that are members of the ***ProRally*** Manufacturers' Council may earn points.

Championships will be determined in the following categories for marques: Overall Manufacturer, 2 Wheel Drive Overall Manufacturer, FIA Group A, FIA Group N, Group 5, Group 2, Production GT, and Production Class. Open Class will also be recognized if different from Overall Manufacturer standings. The winners will be the manufacturers compiling the highest total points in each category. Only the best-placed car of each member marque shall receive points; and non-member marques will be disregarded for purposes of awarding points. For the 2WD Overall category, only 2WD vehicles will earn points (4WD vehicles will be disregarded). All vehicles eligible to score manufacturer points must be properly identified according to the manufacturer's requirements. Manufacturer points will be scored as per 9.1.B. at both Coefficient 3 and Coefficient 5 **ProRally** events.

All finishing vehicles in Coefficient 3 **ProRally** events shall be included in determining the assignment of manufacturer points regardless of license type (***ProRally*** or ***ClubRally***) held by the driver and co-driver (manufacturers must still be members of the Manufacturers' Council to earn points).

In case of ties in final point standings, they will be resolved according to each manufacturer's record of 1st-place finishes, then if necessary, the number of 2nd-place finishes, and so on down through 10th place.

9.4 NORTH AMERICAN RALLY CUP (NARC)

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this NARC must be Canadian or SCCA ***ProRally*** (Coefficient 5) events designated eligible by each sanctioning body on their calendar for the current year. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

9.4.A **The Drivers / Co-Drivers Championship**

9.4.A.1. Points are accumulated based on overall finishing positions at [Coefficient 5] events entered.

9.4.A.2. Competitors may count their best six events in the series.

9.4.A.3. Competitors must start two events in each country, but may only count four events within any one country. Points will be awarded per Article 9.1.B. The tie-breaking procedure will be per Article 9.1.A (Except points only given to the top 10 finishers).

9.4.A.4. There will also be a championship for drivers and co-drivers in FIA Group N, Production and Production GT. Points will be awarded per Article 9.1.A (Except points only given to the top 10 finishers).

9.5. N.A.R.C. FOR MANUFACTURERS

The N.A.R.C. for manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

9.5.A. If the winning make of automobile is not manufactured in North America, the appointed distributor and/or agent will receive the award.

9.5.B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make, per the schedule in Article 9.1.A. above, in all events qualifying per Article 9.4 (Except points only given to the top 10 finishers).

9.5.C. The tie-breaking procedure will be per Article 9.3.

9.5.D. The vehicle need not be the same model or year to be considered the same (i.e., the Cup will determine the make of automobile winning the most points such as Ford vs. Chevrolet not Ford Capri vs. Ford Escort, etc.).

9.5.E. Similar manufacturer Championships will be presented in the Production and Production GT.

9.6 ANNUAL *ClubRally* CHAMPIONSHIP

The ***ClubRally*** Championship is for drivers and co-drivers who compete in their Division's events. Top Championship drivers from each Division will be invited to the ***ClubRally*** National Championship Event, to compete for the overall champion in each class.

9.6.A. **SEASON**

The ***ClubRally*** season is from January 1 through December 31 of each year.

9.6.B. **CLASSES**

Vehicles will run in classes as established by the ***ProRally/ClubRally*** Rules. An event organizer, with prior approval from the CRSM, may divide his/her entry field into additional classes for the purposes of event awards and/or the computation of points for independent regional championships.

9.6.C. *ClubRally* CHAMPIONSHIP

9.6.C.1. Titles

ClubRally driver and co-driver champion titles are established in each of the Divisions, or combined Divisions, for each of the classes established in the ***ProRally/ClubRally*** Rules. Titles will be determined for eligible competitors by the highest number of points earned in class during the declared season.

9.6.C.2. Eligibility - Drivers

Any driver holding a ***ClubRally*** competition license is eligible to compete for the Championship. Drivers who hold a ***ProRally*** license must be seeded national Seed 2 or lower on the first day of the ***ClubRally*** season in order to be eligible for the ***ClubRally*** Driver Championship. They will remain eligible regardless of the seed they attain during that season. ***ProRally*** licensed drivers who are FIA, Seed 0 or Seed 1 on the first day of the season are ineligible for the ***ClubRally*** Driver Championship. They may enter events as a driver (except FIA seeded drivers may only enter Coefficient 3, ***RallyCross***, and Coefficient 1 Rallysprints), but will not be awarded ***ClubRally*** points.

9.6.C.3. Eligibility – Co-Drivers

Any co-driver holding a ***ClubRally*** or ***ProRally*** competition license is eligible to compete for the Championship. Points are accumulated according to the driver's (seed) eligibility.

9.6.C.4. Division of Participation

The competitor's region of record at the start of the season will determine the division of participation for the Championship. Divisions may be combined for computing Championship points as determined by the PRB.

Competitors using their C.A.R.S., F.M.A.D., or FIA licenses will be scored for ***ClubRally*** points, based upon their SCCA membership region of record.

9.6.C.5. Event Points

All officially SCCA-sanctioned ***ClubRally*** events will award points for the purpose of determining ***ClubRally*** champions. Selected events held outside of the U.S. may also award ***ClubRally*** points (as "out-of-Division points") if approved by the PRB and RSD. Competitors must obtain approval from their ***ClubRally*** Steward BEFORE the out-of-country event is run, in order to count points earned.

The points will be awarded as follows to eligible drivers/codrivers in each class. All finishers will receive one (1) points as listed in Article 9.1.B. and 9.1.C.

Finish Place	Points	Finish Place	Points
1st	20	9th	7
2nd	18	10th	6
3rd	16	11th	5
4th	14	12th	4
5th	12	13th	3
6th	10	14th	2
7th	9	15th	2
8th	8		

In the awarding of points for championship purposes, the finishing positions held by excluded drivers will be ignored. For instance, if the first finishing position in class is held by a Seed 1 driver and the second finishing position in class is held by a Seed 3 driver, the Seed 3 driver will be awarded 20 points toward the ***ClubRally*** Championship.

9.6.C.7. **Event Weighting**

Event coefficient designations will act as multipliers. For example, a first-place finish in a Coefficient 1 event gains 20 points while a first-place finish in a Coefficient 3 event gains 60 points.

9.6.C.8. **Categories**

Drivers and co-drivers may earn points in either category of the championships, but they may not combine these points to produce one total. Points accumulated in one class may not be combined with points from another class.

9.6.C.9. Competitors may count either their best six events or two-thirds of the number of events conducted in their Division (rounded to the nearest whole event), whichever is greater. No more than two of those events may be events held outside-of-Division events. Each *ClubRally* Steward may at his/her option, with prior approval of the PRB by January 1 of each year, increase the number of events that count toward his/her Division's championships.

9.6.C.10. Championship points for organizers will be awarded equivalent to those awarded for winning the event they conduct. These points will be awarded to three key positions of the organizing committee (for example, Chairman, Rallymaster, Chief of Controls, Safety/Emergency Coordinator, Spectator Safety Coordinator). These points are limited to one position per ***ClubRally*** season per person. It is the responsibility

of the organizing committee of each event to determine who will receive these points and to inform the ***ClubRally*** Steward and Divisional points keeper. Competitors may only accrue organizer points if they are eligible for the championships.

9.6.C.11. **Competitors with organizer points**

Competitors with organizer points may *include points from* a third out-of-Division event toward *the allowed* event total for *their Division*. The selected event may be any coefficient level. If the level is lower than that organized, the competitor may only count points for the level of the event run. If the event is higher than the event organized, the competitor may only count points based on the level of the event he or she organized. For example, a person organized a Coefficient 2 event but runs a Coefficient 3 event and finishes fifth. He or she may count points for finishing fifth on a Coefficient 2 event.

9.6.D.1. **Tie Breaking**

Ties will be resolved on the following basis for ***ClubRally*** competition. From the best six events counted by the tied competitors, the winner shall be:

9.6.D.2. The competitor with the most points earned within the Division.

9.6.D.3. If further resolution is required, the points earned on the best Coefficient 3 events, then Coefficient 2 events, and finally Coefficient 1 events are counted.

9.6.E. ClubRally SERIES ADMINISTRATION

9.6.E.1. It shall be the responsibility of the ***ClubRally*** Steward to ensure that correctly assigned points from each event in his or her Division are furnished to the Division points keepers. Organizers will furnish the ***ClubRally*** Steward and points keepers with the names of committee members receiving organizer points. Any questions regarding the accuracy of points assigned should be referred to the PRB via the CRSM.

9.6.E.2. Trophies will be awarded to the top three finishers in class for each Division at the end of the season.

9.6.F . *ClubRally* NATIONAL CHAMPIONS

9.6.F.1. The top drivers in the ***ClubRally*** Series will be invited to the ***ClubRally*** National Championship Event to compete for the title of ***ClubRally*** National Driver Champion in each class. Competitors must enter in the class they qualified in to be considered for competition.

Invitations to the *ClubRally* National Championship Event are extended by the *ClubRally* Series Manager to the first and second place drivers from each Division in each of the classes. If either of the drivers decline, the third place finisher will be invited in their place.

The highest finishing invited driver in each class will be declared the *ClubRally* National Driver Champion for that season.

9.6.F.2. A ***ClubRally*** National Co-Driver Champion in each class will be determined from among the co-drivers from each Division. Competitors will count their best five finishes (i.e., those finishes with the most points). The co-driver in each class with the highest point total will be declared the ***ClubRally*** National Co-Driver Champion. In the case of a tie, co-winners will be declared and both will receive a trophy.

9.6.F.3. The presentation of the ***ClubRally*** National Champion awards will be made at the ***ClubRally*** National Championship Event awards ceremony. The CRSM will establish, secure, and present these awards.

ARTICLE 10

10. VEHICLE CLASSES AND ELIGIBILITY

10.1. OVERVIEW

10.1.A.1. Vehicles entered in ***ProRally*** and ***ClubRally*** events must be based on a model built by a recognized manufacturer which is listed in an edition of the NADA Official Used Car Guide. Cars that meet homologation *requirements in FIA Group A or Group N* are also eligible to compete in ***ProRally*** and ***ClubRally*** events. However, only currently homologated cars presenting proper homologation papers will be eligible for the ***ProRally*** *Group A* and *Group N* Championships.

10.1.A.2. Eligibility for ***ProRally*** and ***ClubRally*** classes is restricted to street-licensed, closed-bodied, four-wheeled vehicles; fabric tops and side panels are prohibited. Mazda MX5/Miatas may run in both ***ProRally*** and ***ClubRally*** events, provided the detachable hardtop is installed (latches shall be replaced with positive fasteners).

10.1.A.3. If a vehicle does not meet the class specifications of ANY of the classes, the Event Steward will place the vehicle in the most appropriate class for competition and it will remain eligible for event trophies and prize funds. However, the team may not accrue points toward the year-end championship in that class.

10.1.A.4. Any vehicle that has been assigned a ***"ProRally"*** logbook at any time prior to January 1, 1999 will be allowed to continue to compete in ***ClubRally*** events and score championship points (for example, an Open Class vehicle with an adjusted engine displacement larger than 5100 cc).

10.1.A.5. The replacement of electrically operated power windows by manually operated ones is optional.

10.2. CLASS RULES

10.2.A **Group N**

10.2.A.1. Large scale series production touring cars in accordance with FIA Technical Regulations, Appendix J, Art. 254 .

(See: www.fia.com/regle/reg_tec/254-a)

10.2.B **Group A**

10.2.B.1. Large scale series production touring cars in accordance with FIA Technical Regulations, Appendix J, Art. 255.

(See: www.fia.com/regle/reg_tec/255-a)

10.2.C **Open Class**

10.2.C.1 It is the intent of these rules that vehicles competing in the Open Class at ***ProRally*** and ***ClubRally*** Events be based on production vehicles. Innovation and modifications within the rules is encouraged. Non-production based vehicles (i.e. "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

10.2.C.2. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

10.2.C.3. Adjusted displacement must be no greater then 5100 cc. using the following multipliers: rotary engines - 1.8 times actual displacement; turbo/supercharged - 1.7 times actual displacement; and pushrod - 0.8 times actual displacement. All applicable multipliers must be used in determining adjusted displacement.

10.2.C.4. All turbo-charged 4WD cars, with adjusted displacements between 2350 cc and 4000 cc, must have a turbocharger air inlet orifice of 40 mm diameter or less. If the turbo is equipped with a larger inlet, the use of a restrictor is required. It must have a minimum width (parallel to the direction of the airflow) of five (5) mm and be placed within 50 mm of the turbo housing. All turbo-charged 4WD cars, with adjusted displacements greater than 4000 cc, must have a turbo inlet or restrictor, similar to the above, of 36 mm diameter or less.

10.2.C.5. If a car is fitted with two turbos, then the total area of the two restrictors cannot exceed the area of the restrictors listed above. As an example, for two restrictors of equal size, the maximum diameters of each restrictor would be 28.3 mm for the 2350 cc to 4000 cc and 25.5 mm for the over 4000 cc.

10.2.C.6. **Bodywork**

a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material. Roof mounted, commercially available cooling vents are allowed. Any significant deviations from roadgoing components available from the manufacturer of that vehicle must be approved in advance by the PRB.

b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they may be modified only to the extent necessary to accommodate alternate components.

c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.

d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tires and wheels.

e. The original side and rear window may be replaced with Lexan, of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

10.2.D. Group 5 Class

10.2.D.1. Vehicles must be 2WD, normally aspirated, turbo charged or supercharged models sold globally in minimum quantities of 1000. Drive configuration must remain as originally manufactured (front-engine, front-drive; rear-engine, rear-drive; etc.) In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

10.2.D.2. The engine is unrestricted, but must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

10.2.D.3. Adjusted displacement must be no greater then 5100 cc. using the following multipliers: rotary engines - 1.8 times actual displacement; turbo/supercharged- 1.7 times actual displacement; pushrod engines - 0.8 times actual displacement. All applicable multipliers must be used in determining adjusted displacement.

10.2.D.4. **Bodywork**

a. Exterior panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material. Any significant deviations from roadgoing components available from the manufacturer of that vehicle must be approved in advance by the PRB.

b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they may be modified only to the extent necessary to accommodate alternate components.

c. Fenders may be modified to the extent necessary to provide tire clearance, fender flares may be added in order for the body to fully cover the tires when viewed from above.

d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tire and wheel.

e. The original side and rear window may be replaced with Lexan, of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

10.2.E GROUP 2 RULES

10.2.E.1 Vehicles must be 2WD normally aspirated models sold globally in minimum quantities of 1000. Driver configuration must remain as originally manufactured (front-engine, front-drive; front-engine, rear-drive, etc.) In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below.

10.2.E.2. The engine is unrestricted; with the following exceptions: no rotaries are allowed, no forced induction; must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.

10.2.E.3. Adjusted displacement must be no greater than 2400 cc using the following multipliers:

Valves per Cylinder	Multiplier Times Actual Displacement	Maximum Actual Displacement
4 *(or more)*	1.2 X	2000 cc
3	1.1 X	2181 cc
2	1.0 X	2400 cc
Pushrod engine	0.8 X	3000 cc

10.2.E.4. **Body Work**

a. Exterior body panels, except for allowed flares, must be visually similar to the original components, including bumpers. Except for doors, bolt-on body pieces may be constructed of an alternate material. Any significant deviations from roadgoing components available from the manufacturer of that vehicle must be approved in advance by the PRB.

b. The original windshield, A and B pillars, must remain original. The floor pan and firewall must remain original; however, they may be modified only to the extent necessary to accommodate alternate components. Roof mounted, commercially available cooling vents are allowed.

c. Fenders may be modified to the extent necessary to provide tire clearance. Fender flares may be added in order for the body to fully cover the tires when viewed from above.

d. Wheel diameter and width are unrestricted; however, when viewed from above, the body and/or fender flares must cover the tire.

e. The original side and rear windows may be replaced with Lexan of like or greater thickness than the original glass. The windshield can only be replaced with material identical to that of the original.

10.2.F. Production and Production GT Classes

10.2.F.1. All street-licensed, closed-body, four-wheel vehicles that are available for retail sale (in minimum quantities of 1000 per year in the United States) are legal.

10.2.F.2. No updating or backdating of cars, models, and/or components is permitted.

10.2.F.3. They must be standard models as sold in the U.S., except for authorized changes. A "model" is basic manufacturer's designation (e.g., Dodge Shelby Charger, Dodge Omni GLH, Volkswagen Golf GTI, Ford Mustang SVO, Chevrolet Cavalier Z24; a model is a specific vehicle not a general category).

10.2.F.4. Vehicles titled as "assembled" or "shop-made" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class rules for that model year. The vehicle identification number (VIN) for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN plate or as the assembled title number stamped in the firewall.

10.2.F.5. ***Rallytruck*** class is incorporated within Production class.

a. Eligible vehicles shall be light-duty, normally aspirated four and six-cylinder 2WD pickups and normally aspirated four and six-cylinder 4WD pickup trucks and sport utility vehicles.

b. Vehicles competing in this class must also comply with the requirements listed in 8.7.

10.2.F.6. **Definition**

The purpose of the production classes is to provide an opportunity for rallyists to compete in SCCA ***ProRally*** and ***ClubRally*** events utilizing automobiles whose preparation is limited to improving their safety and reliability. There shall be no guarantee or commitment that the eligibility requirements below will remain the same from year to year.

10.2.F.7. **Production Specifications**

Production Class vehicles must have engines with an adjusted displacement no greater than 2650 cc. In addition, Production Class cars must have a minimum weight equal to 1.05 lb. per cc. of adjusted displacement. This weight will be measured with the vehicle 'rally-ready' less drivers, in other words at any time during an event. The PRSS reserves the right to make weight changes or create new engine category multipliers during the season for competitive adjustments. All applicable multipliers must be used in determining adjusted displacement.

The following multipliers apply to the indicated cars:

Engine Original displacement	Multipler for
Rotary	2.3 X
Turbo/Supercharged	1.7 X
Four-Wheel Drive vehicles	1.3 X
Pushrod	0.8 X
Three valves per cylinder	1.1 X
Four valves per cylinder	1.2 X

Vehicles with variable cam timing must use a multiplier of 1.1. For example, a 16-valve engine with variable cam timing would be limited to 2007 cc (1.2 X 1.1 X 2007 cc = 2649 cc).

10.2.F.7. **Production GT Specifications**

All other vehicles meeting the eligibility requirements of this section but with engines larger than 2650 cc adjusted will run in the Production GT Class. No minimum weight is specified, being dependent on preparation rules.

10.2.F.8. **Safety Equipment**

All cars must be equipped with the safety equipment required in Article 9.1 and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment, except for the extension of bracing used to reinforce suspension- mounting points as permitted in 10.2.F.20. and in Article 5.

10.2.F.9. **Shop Manual and Specification Form**

Each entrant must have an official factory shop manual for his vehicle and present same, if asked, at scrutineering. Competitors who do not present a shop manual at scrutineering will be scored as a DNS or may move to another class. The manual must also be made available in case of any inspections or claims.

10.2.F.10. **Vehicle Preparation**

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. **Original equipment, as defined, is an item of**

standard or optional equipment that could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives (no matter how common), are not included in this definition.

10.2.F.11. **Authorized Modifications**

All items that are not specifically allowed or referred to as "unrestricted", in this section, must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible.

10.2.F.12. **Lighting Devices**

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector, and the bulbs. The mounting of additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided they will only switch on when reverse gear is engaged. The mounting of maneuverable searchlights is prohibited.

10.2.F.13. **Cooling System**

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are unrestricted; however, a single engine oil cooler and the necessary fittings may be added.

10.2.F.14. **Induction**

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements that control the quantity of fuel fed into the engine may be changed, but not those that control the quantity of air. The boost is unrestricted on Turbo-equipped or super-charged vehicles. The original air filter (OEM specifications) and air filter housing may not be modified. However, the original ducting to the inlet side of the housing may be moved or modified.

10.2.F.15. **Exhaust**

The exhaust system is unrestricted, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the driver and external to the body. A functioning catalytic converter must be

retained or installed. If a car was legally registered before a Catalytic Converter was required in the USA, then the competitor may supple documentation to this effect and obtain a waiver from the PRSS.

10.2.F.16. **Electrical Equipment**

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The make is unrestricted.

10.2.F.17. **Gearbox**

If, for the same model, different gearboxes are normally offered, they may be used.

10.2.F.18. **Final Drive**

If, for the same model, different final drive ratios are normally offered, they may be used. Limited slip or locked differential units are allowed for use in Production GT and Production (including Rallytruck) class vehicles.

10.2.F.19. **Shock Absorbers**

Free provided that their number, their type (telescopic, arm etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged, except they may be reinforced. The damper tanks may be attached onto the unmodified shell of the cars. A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers. If, in order to change the damping element of a MacPherson suspension, or a suspension operating in an identical manner, it is necessary to replace the entire MacPherson strut, the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

10.2.F.20. **Suspension**

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars may be removed or replaced. The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual (FIA homologated cars will obey article 205).

For MacPherson suspensions, the shape of the spring seats in free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

10.2.F.21. **Wheels and Tires**

The wheels and tires are free, respecting the diameter and width listed in the official factory shop manual (FIA homologated cars will use diameter and the width listed in their homologation papers), which is to be considered the maximum.

The top of the tire, vertically above the hub, must be covered by the original bodywork. Wheel fixations by bolts may be changed to fixations by studs and nuts, provided that the number of attachment points and the diameter of the threaded parts remains the same as original.

The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and it is not installed in space reserved for the occupants.

Air extractors added on the wheels are forbidden. Mud flaps of flexible material, which do not improve aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

10.2.F.22. **Brakes**

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface are not greater than original equipment parts. The material of the linings is free.

Servo-assistance and pressure lining valves are permitted only when standard or a manufacturer's regular production-option for the model. If servo-assistance is standard, the servo device may be disconnected and removed. Backing plates may be removed, but not otherwise modified. Rerouting of brake lines is permitted. The use of steel aeroquip brake lines is authorized.

10.2.F.23. **Clutch and Pressure Plate with Flywheel**

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

10.2.F.24. **Fuel Cells**

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is unrestricted. Fitting of such cells must conform to Article 6. Rerouting of fuel lines is permitted. Fuel lines that pass through the passenger compartment must be as prescribed in Article 6. of these Rules.

10.2.F.25. **Motor Mounts**

Motor mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

10.2.F.26. **Supplementary Accessories**

Supplementary accessories are authorized, without restriction, provided they have no influence what-so-ever on the behavior of the car. For example, those concerning the aesthetics or the inside comfort: lighting, heating, radio, etc.; or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.) provided they do not affect the performance and/or speed of the vehicle.

The following are authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.

b. The mounting of additional gauges, meters, etc

c. The horn may be changed or an extra one added at the disposal of the co-driver if wished.

d. Extra relays, switches, wiring, and fuses may be added to the electrics.

e. The original accelerator cable may be replaced regardless of whether or not it is supplied by the manufacturer.

f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a toolbox, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered. Space Saver spares may be replaced with standard tires.

g. Filler caps may be locked by any means.

h. The steering wheel is unrestricted.

i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.

j. Cruise control systems may be removed.

k. Anti-theft systems may be removed.

l. The air conditioner compressor, condenser, hoses, switches, fittings and related hardware may be removed provided that the heating system remains intact and is operational.

10.2.F.27. **Coach Work**

None of the normal elements of the coach work (dashboard, all inside quiltings, sound proofing materials, whatever their location), and none of the accessories normally mounted by the manufacturer may be removed or replaced. However, the modifications authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Carpets and their associated padding may be removed. The front seat(s) may be replaced with any suitable seat(s). Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced. Passive restraints, including air bags, must be removed or disabled.

10.2.F.28. **Consumable Items**

The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is unrestricted.

10.2.F.29. **Tolerances**

All adjustment/machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Over boring for the use of oversize pistons is prohibited.

10.2.F.30. **Canadian Vehicles**

Canadian Production Class Vehicles prepared to CASC specifications will be allowed to compete in ***ProRally*** and ***ClubRally*** Production Classes provided the entered vehicle complies with Article 4 - Eligibility Requirements, Article 6 - Scrutineering, and Article 2.3 - Vehicle Identification.

10.2.G. RALLYTRUCK CLASS RULES

10.2.G.1. The purpose of the class is to allow normally aspirated four and six-cylinder 2WD light trucks; six-cylinder 4WD light trucks; and four and six-cylinder, 4WD sport utility vehicles to compete in a common class in the ***ProRally*** and ***ClubRally*** Series. Equalizing factors being the various weights and specific requirements listed below.

10.2.G.2. **General**

a. All vehicles shall conform to the manufacturer's specifications (as produced and delivered), except for the following specific additions or modifications. The official shop manual (for the year, make, and model truck and all configuration supportive data) must be in the possession of each competitor at scrutineering.

b. Certain modifications may be permitted to equalize the performance capabilities of the various models. Final implementation of these modifications will be at the discretion of the PRSS.

10.2.G.3. **Weight**

Minimum weights of trucks will be as rallied, without driver and co-driver. At all times the vehicle must at least weigh the following:

a. 2WD, up to 3000 cc 1.0 lbs per cc of engine displacement

b. 2WD, over 3000 cc must weigh 3400 lbs

c. 4WD, up to 3000 cc must weigh 3700 lbs

d. 4WD, over 3000 cc must weigh 3900 lbs

10.2.G.4. **Wheelbase**

Minimum wheelbase shall be 100 inches maximum wheelbase shall be 113 inches.

10.2.G.5. **Roll Cages**

a. A full width roll cage must be fitted within the passenger compartment per the category for vehicles over 2500 lbs in Appendix Z, Section 2.A. of these rules, with the following exception:

b. At the six points minimum at which the roll cage attaches to the vehicle (two rear down tubes, four cage points), it must be bolted or welded to the frame with backing plates, either directly to a frame member or to a substantial frame extension (platform). It is permitted to cut holes in the cab and bed of sufficient size for these tubes to pass through.

c. Sport utility vehicles shall have a double main hoop, formed by welding two rollover bars of like dimensions together. The welds joining these bars must be at least one (1) inch long, on alternating sides of the bars, on six-inch centers.

d. It is permitted to modify interior panels and trim pieces to accommodate fitment of the roll cage. Trim items such as visors, arm rests, interior lights, may be removed. Roll cage tubes may run through the dash providing the dash is modified only enough for the roll cage fitment.

e. To accommodate fitment of the roll cage in pickup trucks, the rear window may be replaced with a clear, transparent polycarbonate rear window, minimum thickness 0.125 inches. This window must completely fill the original opening, save for the holes necessary for the roll cage tubes and/or shoulder es to pass through. It must be bonded, riveted or otherwise securely held in place.

10.2.G.6. **Fuel Cells**

Fuel cells are not allowed in sport utility vehicles. The original fuel tank in pick-up trucks may be replaced with a safety fuel cell, not to exceed 15 gallons. The fuel cell shall be located in the center of the bed, forward of the rear axle centerline and rear most roll cage mounting points. At least four steel straps must retain the fuel cell to the bed floor; two lengthwise and two widthwise. These straps must be two (2) inches wide and 0.125" thick. Fuel gauge sensors may be modified

for fuel cell level readings or may be completely removed. Fuel pumps originally mounted inside the fuel tank may be removed and/or replaced by an electric pump mounted adjacent to the fuel cell. Fuel lines may be moved and/or replaced by Aeroquip type (steel braid) lines.

10.2.G.7. **Two-Wheel Drive - Authorized Modifications**

SCCA may require a competitor to replace any component with a manufacturer's original replacement part.

10.2.G.8. **Engine**

a. Original pistons, connecting rods, crankshaft, harmonic balancer, flywheel, and clutch assembly may be machined only enough to achieve balance. The crank must weigh within the manufacturers weight tolerance. One original piston and original connecting rod must weigh within the manufacturers weight tolerance and have no indication of tooling. The original ducting to the inlet side of the air cleaner may be moved and/or modified. A single-engine oil cooler and necessary fittings may be added.

b. For four cylinder engines only: any and all modifications will be permitted within the engine. The original head and block must be retained (shaving head or block is allowed), but the cams, porting, pistons, valves, crank, etc. are free. The basic carburetor(s) or fuel injection normally mounted on the recognized model may not be changed. The elements that control the quantity of fuel and/or air fed into the engine may be changed. Forced induction is not permitted. The exhaust manifold is unrestricted. Vehicles must meet Federal emission standards for the year of manufacture.

10.2.G.9. **Radiator**

It is permitted to fit a mesh screen in front of the radiator to act as a stone guard provided the screen is within the body work and serves no other purpose.

10.2.G.10. **Drivetrain**

a. Trucks must use the original transmission.

b. The driveshaft may be changed from a two to a one-piece driveshaft. The length of the driveshaft may be changed as long as the wheelbase is maintained. Front and rear universal joints must be maintained.

c. Either limited slip or locked differentials, which fit inside the original housing without modifications, may be used.

d. Standard ring and pinion ratio must be used.

e. Four-cylinder engines only: any ring and pinion may be used and the flywheel, clutch, and pressure plate are unrestricted.

10.2.G.11. **Suspension**

a. Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

b. Suspension bushing material is unrestricted.

c. Shock absorbers may be replaced with direct bolt on after market shocks.

d. The standard suspension components and mounting points may be reinforced.

e. Any front or rear anti-roll bar or traction device may be used, providing all additional mounting hardware is bolted, not welded, to the vehicle.

f. Springs may be replaced with others of the same type, (leaf, coil, torsion bar, etc.). Rate, diameter, length, and number of coils or leafs are unrestricted. Lowering blocks, not to exceed three inches, may be used with rear leaf springs.

g. Bump rubbers may be modified or removed.

h. Trucks with rear axles mounted below the leaf springs may re-mount the axle above the spring, and vice versa with axle mounted above the leaf springs.

10.2.G.12. **Brakes**

Any front to rear proportioning valve may be used. Friction material may be replaced with alternative material. Disc brake dust shields may be replaced or modified. Brake lines may be relocated and/or replaced by those of an Aeroquip type (steel braid). Servo assist systems may be disconnected.

10.2.G.13. **Exhaust**

The exhaust system is free, except that the stock exhaust manifold must be retained, the pipe must exit behind the driver and the noise level must not exceed 86 dba.

10.2.G.14. **Wheels and Tires**

Wheels may have a maximum width of seven inches; their offset is unrestricted, providing the wheels and tires fit under the stock coach work. Wheel diameter is unrestricted providing the above restrictions are met.

10.2.G.15. **Mud Flaps**

Mud flaps of flexible material may be added in front of the wheels; they must be added behind the drive wheels so as to minimize the projection of material to the rear.

10.2.G.16. **Bumpers**

Rear bumpers are not required.

10.2.G.17. **Lighting**

The mounting of not more than four additional headlights is authorized. A headlight is considered as a lighting device throwing a beam toward the front. Freedom is granted with regard to the headlight frontal glass, reflector, and bulb.

10.2.G.18. **Electrical Equipment**

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity providing the location remains unchanged. The make is unrestricted.

10.2.G.19. **Motor Mounts**

Motor mounts are unrestricted as long as the stock location of the mounts, as well as the location of the engine and transmission, remain unchanged.

10.2.G.20. **Bodywork**

Except for doors, bolt-on panels may be replaced with ones of an alternate material, providing they are visually similar to the original ones.

10.2.H. FOUR-WHEEL DRIVE - AUTHORIZED MODIFICATIONS

10.2.H.1. **Engine**

A single-engine oil cooler and necessary fittings may be added.

10.2.H.2. **Suspension**

Suspension mounting points may not be changed or moved. Otherwise, the alignment settings are unrestricted and:

1. Shock absorbers may be replaced with direct bolt-on after-market shocks.

2. The standard suspension components and mounting points may be reinforced.

3. Springs may be replaced with others of the same type (leaf, coil, torsion bar, etc.). Lowering blocks, not to exceed 3", may be used with leaf springs. Trucks with rear axles mounted below the leaf springs may remount the axle above the spring.

4. Bump rubbers may be modified or removed.

10.2.H.3. **Brakes**

1. Friction material is unrestricted.

2. Brake lines may be relocated and/or replaced by those of an Aeroquip type.

3. Servo assist systems may be disconnected.

10.2.H.4. **Exhaust**

The exhaust system, from the rear of the catalytic converter, is unrestricted. However, the pipe must exit behind the driver and the noise level must not exceed 86 dba.

10.2.H.5. **Wheels and Tires**

Wheels may have a maximum width of seven inches; their offset is unrestricted, providing the wheels and tires fit under the stock coach work. Wheel diameter is unrestricted providing the above restrictions are met.

10.2.H.6. **Mud Flaps**

Mud flaps of flexible material may be added in front of the wheels; they must be added behind the drive wheels so as to minimize the projection of material to the rear.

10.2.H.7. **Lighting**

The mounting of not more than four additional headlights is authorized. A headlight is considered as a lighting device throwing a beam toward the front. Freedom is granted with regard to the headlight frontal glass, reflector, and bulb.

10.2.H.8. **Electrical Equipment**

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity providing the location remains unchanged. The make is unrestricted.

10.2.H.9. **Supplementary Accessories**

a. Supplementary accessories are authorized provided they have no influence on the performance and/or speed of the vehicle, i.e., those concerning comfort and/or ease of driving the truck (windshield washer system, interior lighting, etc.).

b. The mounting of additional gauges, relays, fuses, switches, etc. are authorized.

c. The steering wheel is unrestricted.

d. Trucks may be adapted for better accommodation of the spare tire and jack and other miscellaneous equipment. The spare tire may be moved from its original location. On sport utility vehicles, swing-out external spare tire racks must be removed.

e. The addition of protection for the engine sump, transmission, fuel tank, rear differential, and all fluid lines is permitted.

f. Anti-theft systems may be removed.

g. Carpets and their backing padding, original equipment seat belts, radios, speakers, and air conditioner systems may be removed. The glove box door may be removed.

h. The front seat(s) may be replaced with any suitable seat(s).

i. Rear view mirrors may be exchanged for after-market ones.

j. The replacement of normally consumable items (oil filters, spark plugs, air filters, etc.) with others of OEM specifications is permitted. Spark plug heat range is unrestricted.

10.2.H.10. **Tailgates**

Tailgates must remain in the full upright position. Bolts, pins, and auxiliary fasteners are not required. A one-minute penalty will be assessed each time (after an initial warning) that a competitor's tailgate is in the "down" position on a stage. Tonneau covers are prohibited.

10.2.H.11. **Ballast**

If a ballast is required to be carried in pick-up trucks, it shall be bolted securely to the floor of the bed against the forward wall, centered, and only in this area. Ballast in sport utility vehicles must be positioned in the rear passenger footwells.

In either case, the ballast must be securely bolted to the floorpan, with backup washers on the underside of the bolts of at least three inches in diameter, or to a substantial frame/cage.

ARTICLE 11

11. *RallyCross* RULES

RallyCross is an event generally held on an unpaved, flat surface, wherein the course generally consists of straight sections and connecting turns or corners. Course layout should be such as to emphasize car handling skill and maneuverability rather than performance. Event officials shall include, as a minimum, Event Steward/Chairman, Safety Steward, and Tech Inspector.

COMMON SENSE AND RallyCross COURSES

Although RallyCross events are non-speed events under the rules of the SCCA, speed alone is not the operative factor in determining what is and is not a proper ***RallyCross*** event. Hazard is the operative word, and hazards must not exceed those encountered in legal non-paved road travel.

Generally maximum speeds on the order of 30-45 mph are contemplated and with limited exceptions as described in the course safety and layout section.

The same sort of reasoning must be applied to cornering speeds. If, for example, there are two identical 30 mph turns, one bordered by a 50-foot drop off or a solid row of trees, and the other by 50-feet of flat, obstacle-free road, the hazards involved are much different. The former is clearly not permissible in a ***RallyCross*** event and the latter clearly is.

Since a ***RallyCross*** event is also open to novices in any car that can pass safety inspection, and course designers must take this into consideration, it would be possible to set extremely strict and rigid limits on ***RallyCross*** events regarding speed and/or course dimensions. However, it is not the intent of these rules to outlaw event sites which cannot accommodate a course of certain stated dimensions, or create the impression that, so long as some magic speed limit is not exceeded, these rules are adhered to.

Basically, ***RallyCross***s event speeds are limited to what is "reasonable and prudent for the conditions encountered", subject to the constraint that top speeds be within an allowable range as described in the course safety and layout rules section. Laying out a course to comply with the safety requirements of these rules calls for the exercise of prudent good judgment and common sense.

EVENT OPERATING RULES

1. All SCCA-sanctioned events must be insured for event liability and participant accident coverage by the SCCA Master Plan. A valid insurance certificate for the event must be posted at the event site before the event may begin and must remain posted until the conclusion of the event. The steward(s) shall delay the beginning of the event until he/she is satisfied that the insurance required under this section Is provided.
2. Drivers must possess a currently valid automobile driver's license. Any license or permit, which requires another licensed driver in the car, is not acceptable. Minor drivers must be able to show that they have permission to operate the vehicle in the event.
3. A passenger is allowed provided he/she is 16 years old and has signed the appropriate waiver(s).
4. All cars shall be subject to a strict safety inspection based on the ***RallyCross*** rules.
5. Penalties for course deviations or course marker displacement shall be posted and available to all competitors.
6. Car classifications to be used and distribution of awards shall be established prior to the event and available to all competitors.
7. An Event Steward must be appointed by the ***ClubRally*** Steward to supervise the running of the event.
8. All participants, including competitors, workers, crew, members, and guests, must sign the SCCA waiver form.
9. Any participant considered by the Event Chairman or Steward to be under the influence of alcohol or narcotics shall be removed from the event.

10. Competitors driving in an unsafe manner at or near the event location, or displaying unsportsmanlike conduct, shall be disqualified.

11. It is required that for emergency purposes, a public telephone or a cellular telephone be available at the event site or at a known nearby location.

12. Each driver will be provided an opportunity to walk or drive through the course, or to have a parade lap, prior the first official run.

COURSE SAFETY AND LAYOUT RULES

When laying out a course, the size of the vehicles competing should be taken into consideration and the dimensions specified in the following rules are only minimums:

Courses must be tight enough to allow cars to run the entire course in their lower gears. Speeds on straight stretches should not normally exceed 45 miles per hour for the fastest cars. The fastest portions of the course shall be those most remote from spectators and property. Turns should not normally allow speeds in excess of 25 mph in unprepared cars.

The course, as laid out, shall contain no large holes, deep ruts, or other dangerous features. Dips that could get a car airborne shall not be included. The course boundary shall not normally pass closer than 25 feet from solid objects. Negative cambered turns will be avoided if at all possible. A long straight (over 100 feet) should not terminate in an extremely sharp turn (i.e., A short radius "U-turn"). The event Safety Steward must continually monitor course conditions. If conditions deteriorate to a point that the course no longer complies with these rules, the course must be altered.

Course markers should mark the inner and outer limits of turns and corners, displacement of which results in time penalties. Corner limits must never be marked by curbs, building, poles, trees, soft shoulders or other hazards likely to cause damage to a car, or likely to cause a car to overturn.

Cars on the course simultaneously shall not run in close proximity to each other.

All portions of the course shall be visible to at least one course marshal who can communicate through signals or by electronic means with the starting line.

Extreme care shall be taken in the location of the start, finish, staging, and timing areas. The timers and staging area must be placed well clear of the course in a safe area. The last turn should be as tight as possible and the finishing straight tightly defined. It is not recommended that competing cars be required to come to a complete stop immediately following the finish line. It is preferred that cars be required to slow to a walking speed within a controlled area when leaving the course.

In all cases, a sufficient distance past the finish line must be available to safely slow or halt any competing car from the highest possible speed attainable at the finish without locking brakes or wild maneuvering. It is recommended that an official be assigned to control the finish area. Particular care must be exercised in the finish area to keep it free from hazards and spectators.

Spectators must be kept at a safe distance from the course, particularly at the outside of turns and at the start and finish lines. Unless protected by substantial barriers, spectator areas must be roped off. The RallyCross Safety Steward shall have the authority to set minimum spectator distances from the course but such minimum distances may not be less than 75 feet from the course edge in unprotected areas (areas without adequate barrier protection such as concrete or tire walls).

Video or still cameras are not permitted at course worker positions or other locations within the course area. The Safety Steward may grant exceptions for media relation's purposes; however, permission may be given only if the location is acceptable to the Safety Steward and if the photographer is accompanied by a spotter to warn of approaching vehicles.

COURSE DESIGN RULES

All corners shall be negotiable without reversing by any car entered. The course shall be well marked with pylons or other "markers" and the base of each marker shall be outlined to permit accurate replacement if displaced. Cars should leave a gate/turn headed generally in the direction of the next gate/turn.

ELIGIBLE VEHICLES

A **RallyCross** event is open to any fixed roof production based vehicle that can pass safety inspection and is properly muffled, except if the Event Chairman determines, at his/her discretion, that a vehicle cannot readily negotiate the course, it may be excluded.

VEHICLE CLASSIFICATION

The same classifications used in **ClubRally** should be used: Open, Production GT, Production, Group 2 and Group 5. Region officials have the option to add additional classes that meet **RallyCross** vehicle safety standards.

VEHICLE/DRIVER SAFETY

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. No annual safety inspections are allowed. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection; safety inspection is not concerned with the legality of a car.

1. All loose items, inside and outside the car (including the trunk), must be removed.
2. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
3. Wheels must be safely affixed. They shall not be reversed so that the lughole taper does not mate with the chamber of the lugs. All studs and lug nuts must be present and functional.
4. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
5. Seat lap belts are required in all cars. Installation of shoulder belts is strongly recommended. Seat/shoulder belts must be properly installed with attaching hardware secure and tight.
6. Throttle return action shall be safe and positive.
7. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running.
8. Steering "spinner"" knobs shall not be permitted.
9. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks
10. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
11. All batteries (on board power supplies) shall be attached to ensure that the battery will remain in place. Any battery moved from the manufacturer's original location must be in a nonconductive, marine-type container, or equivalent completely enclosing the battery with container top securely attached. The battery must be directly secured. A battery secured only by the container does not meet this requirement.
12. Inspect helmets for all drivers of the vehicle for helmet condition, all helmets must be Snell M85, Snell SA85, or newer Snell standards.
13. Rollcages are strongly recommended in all cars. If installed it is strongly recommended that roll cages be constructed according to Appendix Z of these rules.

EVENT OFFICIALS - DUTIES

The Event Steward is responsible for checking course design and course lay out as well as enforcing compliance with the **RallyCross** rules and Supplementary Regulations, including car classification.

The Event Steward shall also assure that a system is in place, and being reasonably implemented, that will identify participants at the facility who have signed the waiver (e.g., wrist bands, hand stamping, etc.).

The Safety Steward will also verify that the certificate of insurance is present at the event site and correct before the event begins. The duties of the Safety Steward shall concern the safety of the spectators, workers and driver safety relative to course design. The Safety Steward shall be a member of the ProRally Safety Committee or his/her appointee.

The Chief Technical Inspector shall ascertain that the automobiles comply with the RallyCross rules and any supplementary regulations.

The Chief of Timing and Scoring is responsible for accurately taking, reading and recording times, posting them conspicuously during the event and preparing the official results.

PENALTIES

If a course marker/pylon is upset or totally displaced outside the penalty limit, a penalty will be assessed.

A "DNF" or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, or for unnecessarily delaying the event.

ARTICLE 12

Historic *PerformanceRally* Class Regulations

Principles

The SCCA ***PerformanceRally*** Board has created these Historic Class Regulations to give club members an avenue to engage in the active celebration of older vehicles in ***PerformanceRally*** competition. The intent of these regulations is to preserve the period specifications and prevent the modifications of performance and behavior that could arise through the application of modern technology. The spirit of these rules is to enable the fair, cost-efficient and safe competition of vehicles that are visually and mechanically consistent with period specifications.

(Note – this is a new class for 2001; these rules are a starting point that will evolve to best fit the interests of the participants and the spirit of the class. The class is currently confined to ***ClubRally*** competition.)

Eligible Cars

The Historic ***PerformanceRally*** Class is for four-wheeled two-wheel-drive vehicles manufactured before January 1, 1972[1]. Eligible vehicles must be a production model built by a recognized manufacturer. Entries must produce proof of age and a shop manual for the vehicle upon request of an event official. A standard SCCA vehicle logbook per SCCA ***ProRally/ClubRally*** Rules Section 11 is required.

Any rally-prepared car that conforms to FIA Appendix K up through period classification G is eligible for the SCCA ***ClubRally*** Historic Class[2]. A competitor claiming eligibility based on Appendix K must produce valid FIA Historic Identity Papers for the car (as required by Appendix K) upon request of an event official and are required to have a standard SCCA vehicle logbook.

Safety Prescriptions

Eligible Historic Class vehicles must comply with SCCA ***ProRally/ClubRally*** Rules Section 10 (Scrutineering) in its entirety and must pass the same pre-event safety inspection as a modern rally vehicle to be acceptable for entry in SCCA ***ClubRally*** events[3], with the following exceptions:

(a) Windshield washers are not required per Section 10.1.C.

Note that compliance with SCCA *ProRally/ClubRally* Rules Section 10 demands the use of current-specification safety equipment (e.g. 10.1.H rollcage; 10.1.I harness; 10.1.Q.3 extinguishers; 10.7 helmets; 10.8 driving suits).

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[1] This cut-off date conforms to FIA Appendix K regulations for historic cars competing in international speed events through period classification G. FIA and many national historic rally groups use this cut off date to exclude such major performance developments as fuel injection, turbocharging and four-wheel-drive.

[2] FIA regulations are, in general, more restrictive than these SCCA regulations. Significant deviations between these SCCA regulations and FIA Appendix K regulations are noted in footnotes.

[3] FIA regulations require that safety-related components (e.g. harness, fuel cell, driving suit) be approved FIA items with appropriate homologation emblems affixed. FIA regulations also require additional items not covered by SCCA Rules Section 10 (e.g. an externally accessible electrical cut-off switch). FIA regulations limit the number of mounting points and the configuration of side intrusion bars for rollcages in historic vehicles.

Fuel, oil lines and brake lines and cables must be protected externally against any risk of deterioration (stones, corrosion, mechanical breakage, etc.) and internally against all risks of fire. If the series production fitting is retained, no additional protection is necessary. All fuel lines passing through the cockpit area must be of steel tube or metal braided hose and protected from potential mechanical damage.

Authorized Modifications

All modifications or additions to a car's period specification are forbidden unless expressly authorized by these regulations, or by an official SCCA announcement, or by an official waiver concerning the specific car model or components, or imposed under the section "Safety Prescriptions" above. The components of the car must retain their original function.

Chassis and Bodywork. The floor pan, basic body shell and firewall must remain original but may be modified to accommodate alternate allowed components. Exterior panels, including fenders, engine hood and trunk lid or hatchback must be visually similar to and of the same material as the original components. Air scoops and cooling openings true to period rally practice may be added. Fenders must cover all four wheels. The glass windshield and windshield pillars must remain original. Cars must be fitted with bumpers to the period specification of the model.

Headlamps. Originally-fitted headlights must not be removed. The fitting of up to six additional lamps is permitted. Freedom is granted with regard to the frontal glass, the reflector and the bulbs but High Intensity Discharge lamps are not permitted. Retractable headlights must be as original, with the full mechanism in place. All headlamps must be mounted below the bottom of the windscreen unless evidence is provided that shows period use of higher mountings[4].

Reversing Lights. The fitting of reversing lights is authorized.

Engine. The engine block and cylinder head(s) must be among those available in period from the manufacturer as a factory order for the entered vehicle. Internal engine components and specifications (i.e. crankshaft, pistons, rods, bore, camshafts etc.) are unrestricted[5]. Induction is free but must be of the same type as the period specification for the vehicle (e.g. the number and type of carburetors may be altered). Engine mount bushing materials are unrestricted.

Ignition System. The number of plugs per cylinder and the ignition generating system (i.e., points/condenser/coil, magneto, etc.) must be of the same type as originally equipped. The manufacturer and specific model of spark plugs, ignition coil, condenser and distributor and distributor contents are free. The addition of an electronic ignition system, when one was originally not offered, is not permitted. The type and manufacturer of electric power generation (alternator or generator) is free.

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[4] FIA regulations do not restrict the mounting location of headlamps and do not prohibit HID lamps.

[5] FIA regulations restrict internal engine modifications.

Fuel System. If the stock fuel tank is used, it must remain in the stock location and be separated from the passenger compartment by a fireproof/leakproof metal bulkhead. Stock fuel tanks may be replaced by an SCCA approved fuel cell[6]. Any fuel tank or cell that is exposed to the bottom of the vehicle must be fitted with a shield designed to prevent puncture or damage from stones and road debris. Electrical pumps may be substituted for mechanical pumps and vice-versa. Their number and locations may be changed. Fuel pumps, fillers and filters must be isolated from the passenger compartment by a fireproof metal bulkhead.

Cooling system. Any radiator is authorized but its stock position must not be changed[7].

Superchargers and Turbochargers. Superchargers or turbochargers are not allowed unless originally equipped by the manufacture for the entered vehicle make, model and production year. For permitted installations boost is unrestricted.

Exhaust System. Exhaust is free but must exit aft of the front seats[8]. The resultant noise level must remain within prescribed legal limits.

Transmission and Differential. The transmission and differential must be among those available in period from the manufacturer as a factory order for the entered vehicle. Gear ratios and types are unrestricted. A limited slip differential of a type conforming to a period specification for that model may be used[9].

Suspension. Suspension components must retain the stock configuration (e.g. a solid rear axle using leaf springs may not be replaced with an independent rear suspension using coil springs.) Suspension components may be reinforced for safety and reliability. Suspension components and type may be updated and backdated, so long as the components were available prior to the vehicle eligibility cut-off date (given in Section 2.1 of these rules). Mounting locations may be reinforced. Suspension bushing materials are unrestricted.

Shock absorbers. Make is free but the number fitted and their principle of operation must be of the period specification (telescopic or lever type, hydraulic, gas-filled hydraulic or friction operated) and the operating systems must have been in use on automobiles in the period. Shocks with a gas chamber additional to the original, whether outside or inside the damper body, are not acceptable. Adjustable shock absorbers of the same type as the period specification ones are permitted.

Springs. Original springs may be replaced with others on condition that their type and number are identical to the period specification ones they replace. The number of coils/leaves is free. Variable rate springs may be used only if this was a period specification.

Supports. Adjustable spring platforms and ride height are forbidden unless a period specification for that model, in which case only the original means of adjustment may be used. The original supports must not be modified except for strengthening.

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[6] FIA regulations limit the capacity of a replacement fuel cell, and it must be an FIA approved unit.

[7] FIA regulations limit radiators to those provided by the manufacturer for the model concerned.

[8] FIA regulations require that the exhaust manifold be identical to the original and limit the exits of the exhaust pipes.

[9] FIA regulations limit gearbox ratios and final drive ratios.

Anti-roll bar. Fitting is authorized, on condition that it does not constitute an additional wheel location device. The anti-roll bar must not be adjustable and must be of one-piece construction from a solid bar. Rose joints may be used if this does not affect the geometry of the suspension.

Brakes. The original configuration must be retained (e.g. front discs, rear drums). The braking system may be converted to dual circuit operation providing simultaneous operation on all four wheels. A servo-assisted system may be fitted or disconnected. A pressure-limiting device between the front and rear brakes may only be fitted if it is included in the period specification. Any device allowing the balancing of braking effort between front and rear wheels must not be operable by the driver or co-driver while in their seats. A mechanical handbrake is required; its position is free.

Steering Column. For safety reasons one-piece steering columns may be replaced by columns having universal joints. Substitute columns must come from a vehicle of equivalent or superior engine capacity to the car being modified. Rubber joints may be replaced with metal.

Battery. The type, location and capacity (ampere-hours) of the battery is free[10].

Undershield. The addition of a protective device for the underside of the car is permitted. A shield that prevents damage to a fuel tank or cell that is exposed to the bottom of the car is mandatory.

Wheels and tires. Wheels must be of the same diameter as those originally supplied with the entered vehicle. Wheel widths cannot exceed 6 inches[11]. Tires are unrestricted[12].

Interior. Windscreens must be of laminated glass. Rear and side windows, must be of safety glass or a rigid transparent material at least 5mm thick (FAA type material, e.g. Lexan 400 is recommended). Rear seats may be removed and front seats may be changed. Floor and roof trim may be removed. Original looking door panels must be in place.

Supplementary Accessories. Supplementary accessories not included in the period specification are authorized without restriction provided that they do not influence the behavior of the car and do not affect, even indirectly, the performance of the engine, the steering, the transmission, the roadholding or the braking. Such accessories are those concerning the aesthetics, the interior comfort (lighting, heating, radio etc.) and those enabling easier or safer driving of the car (intercom, windshield washer, odometer[13] etc.).

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[10] FIA regulations require that the battery remain in the stock location.

[11] FIA regulations limit wheel material and width to the originally homologated specifications.

[12] FIA regulations limit tires to those that appear on an FIA list of approved tires.

[13] FIA regulations prohibit the use of modern electronic odometers.

Updating and Backdating of Components. Updating or backdating of components that are restricted by these rules between different years of the same model is allowed, so long as the components were available prior to the vehicle eligibility cut-off date (specified in Section 2.1).

Other Modifications. All other modifications are only permitted if proven to have been used by the particular make and model of car on rallies in period. The onus is on the entrant to provide documentary proof that modifications to their car, beyond those permitted by these regulations, were used in period.

ARTICLE 13

AWARDS HISTORY

SCCA *ProRally* (National) AWARD WINNERS

ROOKIE OF THE YEAR (DRIVER)

2000	Jay Streets	San Francisco, CA
1999	Alex Erisoty	New York, NY
1998	Arthur Odero-Jowi	Arlington, TX

OVERALL DRIVER (John Woolf Cup)

2000	Paul Choinere	Shelburne, VT
1999	Noel Lawler	Manchester Village, VT
1998	David Summerbell	Kingston, Jamaica
1997	Paul Choiniere	Shelburne, VT
1996	Paul Choiniere	Shelburne, VT
1995	Paul Choiniere	Shelburne, VT
1994	Paul Choiniere	Shelburne, VT
1993	Paul Choiniere	Williston, VT
1992	Paul Choiniere	Williston, VT
1991	Chad DiMarco	Huntington Bch, CA
1990	Paul Choiniere	Williston, VT
1989	Rod Millen	Newport Beach, CA
1988	Rod Millen	Newport Beach, CA
1987	John Buffum	Colchester, VT
1986	John Buffum	Colchester, VT
1985	John Buffum	Colchester, VT
1984	John Buffum	Colchester, VT
1983	John Buffum	Colchester, VT
1982	John Buffum	Colchester, VT
1981	Rod Millen	Auckland, New Zealand
1980	John Buffum	Colchester, VT
1979	John Buffum	Colchester, VT
1978	John Buffum	Colchester, VT
1977	John Buffum	Colchester, VT
1976	Hendrik Blok	Los Angeles, CA
1975	John Buffum	Colchester, VT
1974	Gene Henderson	Dearborn, MI
1973	Scott D. Harvey	Rochester, MI

OVERALL CO-DRIVER (Grant Whitaker Cup)

2000	Jeff Becker	Great Neck, NY
1999	Charles Bradley	Ardomre, PA
1998	Michael Fennell	Kingston, Jamaica
1997	Jeff Becker	Great Neck, NY
1996	Jeff Becker	Great Neck, NY
1995	Jeff Becker	Great Neck, NY
1994	Jeff Becker	Great Neck, NY
1993	Jeff Becker	Great Neck, NY
1992	Jeff Becker	Great Neck, NY
1991	Erick Hauge	Napa, CA
1990	Cal Coatsworth	Corona Del Mar, CA
1989	Tony Sircombe	Huntington Bch, CA
1988	Harry Ward	Toledo, OH
1987	Tom Grimshaw	Overland Park, KS
1986	Tom Grimshaw	Overland Park, KS
1985	Tom Grimshaw	Overland Park, KS
1984	R. Dale Kraushaar	Tigard, OR
1983	Doug Shepherd	Livonia, MI
1982	Doug Shepherd	Livonia, MI
1981	R. Dale Kraushaar	Tigard, OR
1980	Doug Shepherd	Ann Arbor, MI
1979	Mark Howard	Newport Beach, CA
1978	Doug Shepherd	Ann Arbor, MI
1977	Vicki Dykema	Shelburne, VT
1976	Erick Hauge	Sacramento, CA
1975	Vicki Dykema	Shelburne, VT
1974	Kenneth A. Pogue	Detroit, MI
1973	Wayne J. Zitkus	Toledo, OH

OVERALL 2WD DRIVER

2000	Mark Utecht	Stacy, MN
1999	Henry Krolikowski	Wyandotte, MI
1998	Ralph Kosmides	Newport Beach, CA

OVERALL 2WD CO-DRIVER

2000	Brenda Corneliusen	Fridley, MN
1999	Cindy Krolikowski	Wyandotte, MI
1998	Joe Noyes	Bothell, WA

PRODUCTION GT DRIVER

2000	Patrick Richard	Vancouver, BC
1999	Gail Truess	Brooklyn, MI
1998	Steve Gingras	Elk River, MN
1997	Steve Gingras	Elk River, MN
1996	Selcuk Karamanoglu	Bath, ME
1995	Cal Landau	Coraopolis, PA
1994	Selcuk Karamanoglu	Bath, ME
1993	Todd Bawden	Anaheim, CA
1992	Tim O'Neil	Franconia, NH
1991	Michael Grieb	Petoskey, MI
1990	Tom Ottey	Columbus, OH
1989	Doug Shepherd	Plymouth, MI
1988	Doug Shepherd	Plymouth, MI
1987	Daniel Gilliland	Ann Arbor, MI
1986	Doug Shepherd	Livonia, MI
1985	Steve Nowicki	Midland, MI
1984	Richard Kelsey	Fountain Valley, CA

PRODUCTION GT CO-DRIVER

2000	Bill Westrick	Royal Oak, MI
1999	Claire Chizma	Seattle, WA
1998	Paul Eklund	Tigard, OR
1997	Bill Westrick	Orion, MI
1996	Yorgi Bittner	Plain City, OH
1995	Eric Marcus	Dayton, OH
1994	John McArthur	Honeoye Falls, NY
1993	Frank Arruda	Johnston, RI
1992	Tom Burgess	Vancouver, BC
1991	Bob Martin	Goodrich, MI
1990	Pamela McGarvey	Columbus, OH
1989	Joe Andreini	Grosse Pte Pk, MI
1988	Joe Andreini	Grosse Pte Pk, MI
1987	Betty-Ann Gilliland	Ann Arbor, MI
1986	Ginny Reese	Ann Arbor, MI
1985	David Stone	Acme, MI
1984	Chris Senske	Kennewick, WA

PRODUCTION DRIVER (DONISON CUP)

2000	Brian Vinson	Ferndale, MI
1999	Karl Scheible	Spencerport, NY
1998	Trevor Donison	Vancouver, WA
1997	Al Kaumeheiwa	Brighton , MI
1996	Jim Anderson	Mebane, NC
1995	Tad Ohtake	Dearborn, MI
1994	Dave Turner	Hemet, CA
1993	Peter Cunningham	Whitefish Bay, WI
1992	W.G. Giles	Birmingham, MI
1991	Cal Landau	Coraopolis, PA
1990	C. Mark Molnar	Newark, OH
1989	Tim O'Neil	Whitefield, NH
1988	Niall Leslie	Ontario, Canada
1987	Guy Light	Midland, MI
1986	John Crawford	Northville, MI
1985	Doug Shepherd	Plymouth, MI
1984	Doug Shepherd	Livonia, MI
1983	Steve Nowicki	New Berlin, WI
1982	Steve Nowicki	New Berlin, WI
1981	Jon Davis	Houghton, MI
1980	Jon Davis	Houghton, MI

PRODUCTION CO-DRIVER

2000	Clair Chizma	Seattle, WA
1999	Gail McGuire	Avon, NY
1998	Scott Embree	Bellefontaine, OH
1997	Craig Sobczak	Marquette, MI
1996	Bill Gutzmann	Ontario, CA
1995	Bob Martin	Goodrich, MI
1994	Bill Gutzmann	Ontario, CA
1993	Joe Andreini	Grosse Pointe Pk, MI
1992	Bob Pierce	Midland, MI
1991	Eric Marcus	Indianapolis, IN
1990	Yorgi Bittner	Plain City, OH
1989	Martin Headland	Alberta, Canada
1988	Brian Maxwell	Toronto, Canada
1987	Jim Brandt	Lake Odessa, MI
1986	Joe Andreini	Grosse PointePk, MI
1985	Linda Wilcox	Kennebrink, ME
1984	Linda Wilcox	S.Burlington, VT
1983	Craig Marr	Oroville, CA
1982	Linda Liversidge	Jericho, VT
1981	Harry Ward	Toledo, OH
1980	Harry Ward	Toledo, OH

GROUP 2 DRIVER

2000	Robert Nielsen	St. Paul, MN
1999	Bryan Hourt	Raymond, OH
1998	Dave White	Benicia, CA
1997	Richard Losee	Provo, UT
1996	Mike Whitman	Farmington, NM
1995	Sam Bryan	Kent, WA
1994	Goran Ostlund	El Salvador

GROUP 2 CO-DRIVER

2000	Brett Corneliusen	Minneapolis, MN
1999	Peter Cardimen	Dublin, OH
1998	David Watts	Lenord, MI
1997	Kent Livingston	Salt Lake City, UT
1996	Paula Gibeault	Ridgecrest, CA
1995	Robinson Walden	Seattle, WA
1994	Steve Baker	Snohomish, WA

GROUP A DRIVER

1996	Class Discontinued	
1995	Bruce Newey	Atlanta, GA
1994	Peter Moodie	Kingston, Jamiaca
1993	Chad DiMarco	Huntington Beach, CA
1992	Chad DiMarco	Huntington Beach, CA
1991	Chad DiMarco	Huntington Beach, CA
1990	Chad DiMarco	Huntington Beach, CA
1989	Rod Millen	Newport Beach, CA
1988	Rod Millen	Newport Beach, CA
1987	Rod Millen	Newport Beach, CA
1986	Walter Boyce	Ontario, Canada
1985	Clive Smith	Fountain Valley, CA

RALLYTRUCK DRIVER

1996	Combined with Production Class	
1995	Dave Turner	Hemet, CA
1994	Jeff Hendricks	Prescott, AZ
1993	Guy Light	Carson City, NV
1992	Gary Gooch	Union City, NV
1991	Guy Light	Carson City, NV
1990	Roger Hull	Prescott, AZ
1989	Gary Gooch	Union City, NV

GROUP 5 DRIVER

2000	Mark Utecht	Stacy, MN
1999	Henry Krolikowski	Wyandotte, MI
1998	Ralph Kosmides	Newport Beach, CA
1997	Sam Bryan	Kent, WA
1996	Henry Krolikowski	Wyandotte, MI

GROUP A CO-DRIVER

1996	Class discontinued	
1995	Charles Bradley	Ardmore, PA
1994	Michael Fennell	Kingston, Jamaica
1993	Erick Hauge	Napa, CA
1992	Erick Hauge	Napa, CA
1991	Erick Hauge	Napa, CA
1990	Erick Hauge	Napa, CA
1989	Tony Sircombe	Huntington Beach, CA
1988	Harry Ward	Toledo, OH
1987	Harry Ward	Toledo, OH
1986	Howard Watanabe,	W. Covina, CA
1985	Harry Ward	Toledo, OH

RALLYTRUCK CO-DRIVER

1996	Combined with Production Class	
1995	Ben Bradley	Portland, OR
1994	Nobie Jones	Prescott, AZ
1993	David K. White	Benica, CA
1992	Judi Gooch	Union City, CA
1991	Guy Light	Carson City, NV
1990	Rob Cherry	Prescott, AZ
1989	Judi Gooch	Union City, CA

GROUP 5 CO-DRIVER

2000	Brenda Corneliusen	Fridley, MN
1999	Cindy Krolikowski	Wyandotte, MI
1998	Joe Noyes	Bothell, WA
1997	Rob Walden	Seattle, WA
1996	Cindy Krolikowski	Wyandotte, MI
1996	Nissan Motor America	
1994-1995	Saab-Scaria of America, Inc.	

FIA GROUP N DRIVER

2000 Karl Sheible Spencerport, NY

FIA GROUP N CO-DRIVER

2000 Russ Hughes Leroy, NY

MANUFACTURER AWARDS

OVERALL

2000	Hyundai Motor America
1999	Hyundai Motor America
1998	Hyundai Motor America
1997	Hyundai Motor America
1996	Hyundai Motor America
1995	Mitsubishi of America
1990-1994	Audi of America
1988-1989	Mazda (North America), Inc.
1986-1987	Audi of America
1985	Mazda (North America), Inc.
1982-1984	Porsche & Audi of America
1981	Mazda (North America), Inc.
1980	Jaguar Rover Triumph Inc.
1978-1979	Nissan Motors U.S.A. (Datsun)
1977	Chrysler / Nissan Motor
1975-1976	Nissan Motors U.S.A. (Datsun)

OVERALL 2WD

2000	Toyota Motor Sales U.S.A.
1999	Toyota Motor Sales U.S.A.
1998	Volkswagen

GROUP 2

1998	Volkswagen
1997	Volkswagen

GROUP 5

2000	Toyota Motor Sales U.S.A.
1999	Toyota Motor Sales U.S.A.
1998	Toyota Motor Sales U.S.A.
1997	Toyota Motor Sales, U.S.A.
1996	Toyota Motor Sales, U.S.A.

GROUP A

1996	Class discontinued
1995	Toyota Motor Sales, USA
1994	BMW (North America)
1990-1993	Subaru of America
1987-1989	Mazda (North America), Inc.
1986	Toyota Motor Sales USA

FIA GROUP N

2000	Mitsubishi Motor Sales America

PRODUCTION

1999	Daewoo Motor America
1998	Plymouth
1997	Dodge
1996	Kia
1995	Ford Motor Company
1994	American Honda
1993	Acura
1989-1992	Volkswagen of America, Inc.
1988	Toyota Motor Sales, U.S.A.
1987	Volkswagen of America, Inc.
1984-1986	Dodge Division, Chrysler Corp.
1983	Plymouth Div., Chrysler Corp.
1980-1982	Saab-Scania of America, Inc.

PRODUCTION GT

2000	Subaru of America
1999	Subaru of America
1998	Mitsubishi of America
1997	Mitsubishi of America
1996	Eagle Division Chrysler Corp.
1995	Toyota Motor Sales, U.S.A.
1993-1994	Mitsubishi of America
1990-1992	Mazda Motor of America, Inc.
1985-1989	Dodge Division, Chrysler Corp.
1984	Mazda (North America), Inc.
1985	Toyota Motor Sales USA

RALLYTRUCK

1996	Combined with Production
1995	Mitsubishi of America
1994	Chrysler (Jeep)
1993	Mitsubishi of America
1992	Toyota Motor Sales USA
1991	General Motors Corporation
1989-90	Toyota Motor Sales USA

OVERALL TIRE MANUFACTURER

1988-1997	Michelin Tire Corporation

JON WOODNER CUP

Selected annually, this award goes to the top placing 2WD driver in the (National) ***ProRally*** series. The award is in memory of Jon Woodner, a former road racer and D-Production National Champion in the mid-1970's. Jon began rallying in a Triumph TR8 and finally Group B in a Peugeot. Jon was killed in 1987 in a single seat plane accident while performing an experiment. The cause of the accident was never identified.

YEAR	COMPETITOR	HOMETOWN
2000	Mark Utecht	Stacy, MN
1999	Henry Krolikowski	Wyandotte, MI
1998	Ralph Kosmides	Newport Beach, CA
1997	Sam Bryan	Kent, WA
1996	Henry Krolikowski	Wyandotte, MI
1995	Sam Bryan	Kent, WA
1994	Goran Ostlund	San Salvador, El Salvador
1993	Peter Cunningham	Whitefish Bay, WI
1992	Roger Hull	Prescott, AZ
1991	Cal Landau	Coraopolis, PA
1990	Doug Shepherd	Plymouth, MI
1989	Doug Shepherd	Plymouth, MI

NATIONAL *ProRally* OF THE YEAR

Selected annually by the PRSS for the ***ProRally*** which organized the best ***ProRally*** of the year and best represents the intent of the National Series.

YEAR	EVENT	REGION	CHAIR	CO-CHAIR
1999	Ojibwe Forest	Land O'Lakes	Beryl Ann Burton	
1998	D&N BankLake Superior	Lake Superior	Lyn Nelson	
1997	Susquehannock Trail	Finger Lakes	John McArthur	
1996	D&N Bank Lake Superior	Lake Superior	Kevin DeLoughary	
1995	Susquehannock Trail	Finger Lakes	John McArthur	
1994	Rim of the World	Cal Club	Mike Gibeault	Paula Gibeault
1993	Press on Regardless	Detroit	John Davis	Gene Henderson
1992	Maine Forest Rally	New England	John Buffum	Mark Williams
1991	Rim of the World	Cal Club	Mike Gibeault	Paula Gibeault
1990	Susquehannock Trail	Finger Lakes	John Robinson	Rusty Campbell
1989	Michelin Pacific Forest	Northwest	Gary Reid	Bob Grass
1988	Susquehannock Trail	Finger Lakes	John Robinson	Rusty Campbell
1987	Wild West	Northwest	John Nagel	
1986	Ojibwe ***ProRally***	Land O'Lakes	Bob Nielsen	Brian Jacobson
1985	Sunriser 400	Ohio Valley	Richard D. Paddock	
1984	Olympus International	Northwest	John Nagel	
1983	Susquehannock Trail	Finger Lakes	Dennis Doherty	
1982	Budweiser Forest	Ohio Valley	Eric Jones	
1981	Press On Regardless	Detroit	Gary Hays	
1980	Chisum Trail	Texas	Tom Grimshaw	John Grimshaw
1979	100 Acre Wood	St. Louis	Kim DeMotte	
1978	Big Bend Bash	Texas	Costa Dunias	
1977	LaJornada Trabajosa	Cal Club	Wes Gaede	
1976	Allegro	Northwest Ohio	Wayne J. Zitkus	

ROBERT V. RIDGES MEMORIAL AWARD

This award is presented to the SCCA-member who:

1. Exemplifies the highest degree of dedication and sportsmanship in the sport during the preceding year;
2. Has made an outstanding contribution to the success of an event during its execution;
3. Has made an outstanding contribution to the program as a whole;
4. Has exhibited exceptional sportsmanship involving personal sacrifice; and/or
5. Has undertaken physical risk for the preservation of life or property.

The recipient is selected by the PRB and Road Rally Board based on recommendations of any rally participant or Board member.

1998	Paula Gibeault	Ridgecrest, CA	1976	Clyde Durbin	Dallas, TX
1997	Russell Brown	Houston, TX	1975	Wayne J. Zitkus	Toledo, OH
1994	Gene Henderson	Pinckney, MI	1973	Erhard Dahm	Farmington, MI
1993	Bob Radford	Rockford, IL		Tom Grimshaw	Denton, TX
1991	John Classen	Burbank, CA	1972	Ken W. Adams	Bakersfield, CA
1990	Norman W. Hill	Lisle, Il	1971	Ronald W.Jones	Tucson, AZ
1989	Virginia J. Reese	Ann Arbor, MI	1969	Victor T. Wallder	Nutley, NJ
1987	John Buffum	Colchester, VT	1967	Frank J. Schmitz	Shawnee Msn, KS
1985	W. David Teter	Newark, DE	1965	Sam E. Fast	Middletown, NY
1982	"Doc" Shrader	W.Memphis, AR			
1979	Harry M. Handley	Westport, CT			

SCCA *ClubRally* (DIVISIONAL) AWARD WINNERS

OVERALL SUPERD DRIVER		CHAMPION		(RUN-OFFS)
1997	O2	Mark Utecht	St. Paul, MN	CENTRAL
	U2	Bill Malik	Burbank, CA	WEST
	O4	Chris Czyzio	Flushing, MI	CENTRAL
1996	O2	Ralph Kosmides	Newport Beach, CA	WEST
	U2	Lon Peterson	Victorville, CA	WEST
	O4	Rui Brasil	San Jose, CA	WEST

OVERALL SUPERD CO-DRIVER CHAMPION				
1997	O2	Joe Noyes	Bothell, WA	WEST
		Paul Schwerin	Coon Rapids, MN	CENTRAL
	U2	Farina O'Sullivan	San Francisco, CA	WEST
	O4	Bill Westrick	Orion, MI	CENTRAL
1996	O2	Cindy Krolikowski	Wyandotte, MI	CENTRAL
	U2	Adam Pelc	Brooklyn,NY	EAST
	O4	Carlos Tavares	San Jose, CA	WEST

EAST AREA DRIVER			
1997	O2	Greg Healey	Poughkeepsie, NY
	U2	Robert Pao	Bridgewater, NJ
	O4	Keith Kreisler	Clifton Park, NY
1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA

CENTRAL AREA DRIVER			
1997	O2	Mark Utecht	St. Paul, MN
	U2	Wayne Prochaska	Lake Orion, MI
	O4	Steve Gingras	Elk River, MN
1996	O2	Henry Krolikowski	Wyandotte, MI
	U2	Bob Nielson	St. Paul, MN
	O4	Ken Stewart	Grove, OK

WEST AREA DRIVER			
1997	O2	George Plsek	Sylmar, CA
	U2	Bill Malik	Burbank, CA
	O4	Rui Brasil	San Jose, CA
1996	O2	Ralph Kosmides	Newport Bch, CA
	U2	Lon Peterson	Victorville, CA
	O4	Dennis Chizma	Simi Valley, CA

EAST AREA CO-DRIVER			
1997	O2	John MacLeod	S. Easton, MA
	U2	John Bonasera	Collegeville, PA
	O4	Chris Erney	Sterling, VA
1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn,NY
	O4	Don Kennedy	Shillington, PA

CENTRAL AREA CO-DRIVER			
1997	O2	Paul Schwerin	Coon Rapids, MN
	U2	Annette Prochaska	Lake Orion, MI
	O4	Bill Westrick	Orion, MI
1996	O2	Cindy Krolikowski	Wyandotte, MI
	U2	Jennifer Mynhier	Indianapolis, IN
	O4	Doc Shrader	W. Memphis, TN

WEST AREA CO-DRIVER			
1997	O2	Joe Noyes	Bothell, WA
	U2	Farina O'Sullivan	San Francisco, CA
	O4	Carlos Tavares	San Jose, CA
1996	O2	Joe Noyes	Bothell, WA
	U2	Bill Gutzmann	Ontario, CA
	O4	Carlos Tavaes	San Jose, CA

***ClubRally* NATIONAL DRIVER CHAMPIONS (formally Overall Divisional Driver Champions)**

1999	Open	Todd Jarvey	Eden Prarie, MN	CENDIV
	G5	Jeremy Butts	Dearborn Heights, MI	CENDIV
	G2	Doug Davenport	Minneapolis, MN	CENDIV
	PGT	Chris Czyzio	Flushing, M	CENDIV
	P	Paula Gibeault	Ridgecrest, CA	SOPAC
1998	04	Rui Brasil	San Jose, CA	SOPAC
	02	Rick Davis	West Chester, PA	NEDIV
	U2	Noah Third	Milwaukie, OR	NORPAC
1997	O2	Mark Utecht	St.Paul, MN	CENDIV
	U2	Bill Malik	Burbank, CA	SOPAC
	O4	Sylvester Stepniewski	Keansburg, NJ	NEDIV
1996	O2	Monty Horn	Olympia, WA	NORPAC
	U2	Jack Horn	Rainier, WA	NORPAC
	O4	Janice Damitio	Montesano, WA	NORPAC
1995	O2	Lesley Suddard	Wilmington, DE	NEDIV
	U2	Sylvester Stepniewski	Union, NJ	NEDIV
	O4	Janice Damitio	Montesano, WA	NORPAC
1994	O2			
	U2			
	O4			
1993		Mike Whitman	Farmington, NM	RMDIV
1992		Henry Krolikowski	Wyandotte, MI	CENDIV
1991		Lon Peterson	Victorville, CA	SOPAC
1990		John C. Christensen	Edmonds, WA	NORPAC
1989		Erik Zenz	New Berlin, WI	CENDIV
1988		Tim O'Neil	Whitefield, NH	NEDIV
1987		Mike Purzycki	Fenton, MI	CENDIV
1986		Dean Blagowsky	Timberon, NM	SOPAC
1985		Scott Child	Santa Ana, CA	SOPAC
1984		Mike Whitman	Prescott, AZ	SOPAC

***ClubRally* NATIONAL CO-DRIVER CHAMPION (formally Overall Divisional Co-Driver Champion)**

1999	Open	Richard Faber	Blaine, MN	CENDIV
	G5	Cindy Krolikowski	Wyandotte, MI	CENDIV
	G2	Allen Kintaugh	Brooklyn Park, MN	CENDIV
	PGT	Eric Carlson	Oregon, WI	CENDIV
	P	Kevin Poirer	Rainier, OR	NORPAC
1998	TBD			
1997	O2	Paul Schwerin	Coon Rapids, MN	CENDIV
	U2	Farina O'Sullivan	San Francisco, CA	SOPAC
	O4	Kelly Walsh	Costa Mesa, CA	SOPAC
1996	O2	Mark Rathsam	Del Mar, CA	SOPAC
	U2	Adam Pelc	Brooklyn, NY	NEDIV
	O4	Carlos Tavares	San Jose, CA	SOPAC
1995	O2	Bill Gutzmann	Ontario, CA	SOPAC
	U2	Nobel Jones	Prescott, AZ	SOPAC
	O4	Brian Paul	Anaheim, CA	SOPAC
1994	O2	Mark Williams	North Potomac, MD	NEDIV
	U2	Steve Baker	Snohomish, WA	NORPAC
	O4	Scott Webb	Seal Beach, CA	SOPAC
1993		Kevin Linville	Durango, CO	RMDIV
1992		Chris Griffin	Burbank, CA	SOPAC
1991		Ray Damitio	Olympia, WA	NORPAC
1990		Rod Chelgren	Renton, WA	NORPAC
1989		Brian Berg	Milwaukee, WI	CENDIV

DIVISIONAL CHAMPIONSHIP WINNERS

NEDIV DRIVER

1999	Open	Arthur Wojcik	Middle Village, NY
	G5	Lesley Suddard	Wilmington, DE
	G2	Jason Williams	Erie, PA
	PGT	James Frandsen	Big Flats, NY
	P	Karl Scheible	Spenceport, NY
1998	O2	Lesley Suddard	Wilmington, DE
	U2	Scott Kreisler	Boyertown, PA
	O4	S. Stepniewski	Union, NJ
1997	O2	Greg Healey	Poughkeepsie, NY
	U2	Robert Pao	Bridgewater, NJ
	O4	Keith Kreisler	Clifton Park, NY
1996	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Dean Fry	Reading, PA
1995	O2	Lesley Suddard	Wilmington, DE
	U2	S. Stepniewski	Union, NJ
	O4	Gail McGuire	Avon, NY
1994	O2	Bob Elliott	Rutland, VT
	U2	Gerald Sweet	Oak Ridge, NJ
	O4	Rees Harris	S. Burlington, VT
1993		Frank Cunningham	Boston, MA
1992		Dick Corley	Colchester, VT
1991		Vincent Frontinan	Somerville, MA
1990		Sakis Hadjiminas	Floral Park, NY
1989		Sandy Liversidge	Kennebunk, ME
1988		Tim O'Neil	Whitefield, NH
1987		Vincente Frontinan	Somerville, MA
1986		Nelson Shepard	Williston, VT
1985		Bob Voll	Southbury, CT
1984		Kevin O'Dea	South Wales, NY

NEDIV CO-DRIVER

1999	Open	Charles Cox	Cambridge,MA
	G5	Marc Goldfarb	Atkinson, NH
	G2	Jacqueline Adams	N. Collins, NY
	PGT	Todd Bourdette	Millerton, PA
	P	Gail McGuire	Avon, NY
1998	O2	Ben Greisler	Exton, PA
	U2	Keith Kriesler	Bellefontaine, OH
	O4	Adam Pelc	Middle Village, NY
1997	O2	John MacLeod	S. Easton, MA
	U2	John Bonasera	Collegeville, PA
	O4	Chris Erney	Sterling, VA
1996	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	Don Kennedy	Shillington, PA
1995	O2	Anne Thomas	Nashua, NH
	U2	Adam Pelc	Brooklyn, NY
	O4	C. Mantopolous	Staten Island, NY
1994	O2	Mark Williams	N. Potomac, MD
	U2	Stuart Spark	Woodcliff Lk, NJ
	O4	Olga Orisek	White Plains, NY
1993		Charles Bradley	Ardmore, PA
1992		Lance Smith	Williston, VT
1991		Frank Arruda	Williston, VT
1990		Mario Karageorgi	Huntington, NY
1989		Boyd Smith	Trout Run, PA
1988		Virginia Bray	Whitefield, NH
1987		Manul San Bento	Somerville, MA
1986		Doug Nerber	Stowe, VT
1985		Diane Houseal	Lansdale, PA
1984		Not awarded	

SEDIV DRIVER

1998	02	Kendall Russell	Knoxville, TN
	U2	Charles Sherrill	Hickory, NC
	04	Paul Dubinsky	Fort Mill, SC
1997	O2	Kendall Russell	Knoxville, TN
	U2	Roland McIvor	Ft. Myers, FL
	O4	Bill Driegert	Atlanta, GA
1996	O2		
	U2		
	O4		
1995	02	Greg Healey	Hartsville, SC
	U2	David Payne	Norcross, GA
	04	Not awarded	
1994	O2	Robert Waits	Lawrenceville, GA
	U2	David Payne	Marietta, GA
	O4	Not awarded	
1993	Bruce Newey		Marietta, GA
1992	Bruce Newey		Marietta, GA
1991	Bruce Newey		Marietta, GA
1990	Charles E.McCrary III		Marietta, GA
1989	Not awarded		
1988	Mark Pullen		Roswell, GA
1987	Mark Bowers		Woodburn, IN
1986	Chuck McCreary		Marietta, GA
1985	Chuck McCreary		Marietta, GA
1984	Mark Bowers		Shellbyville, IN

SEDIV CO-DRIVER

1998	02	Yvon Dubinsky	Fort Mill, SC
	U2		
	04		
1997	Mark Bowers		Afton, VA
	U2	E. Santarcangelo	Ft. Myers, FL
	O4	Not Awarded	
1996	O2		
	U2		
	O4		
1995	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1994	O2	James Hurley	Knoxville, TN
	U2	Rusty Megois	Atlanta, GA
	O4	Matt Chester	Atlanta, GA
1993		Kennon Rymer	Knoxville, TN
1992		Kennon Rymer	Knoxville, TN
1991		Paul Wearing	Atlanta, GA
1990		Duane Simpson	Charlotte, NC
1989		Not awarded	
1988		Lori Ann Payne	Easley, SC
1987		Lori Ann Payne	Easley, SC
1986		Not awarded	
1985		Ken Cassidy	Scottsdale, AZ
1984		Not awarded	

CENDIV DRIVER			
1999	Open	Todd Jarvey	Maple Grove, MN
	G5	Henry Krolikowski	Wyandotte, MI
	G2	Doug Davenport	Minneapolis, MN
	PGT	Chris Czyzio	Flushing, MI
	P	Eric Seppanen	Brooklyn Center, MN
1998	O2	Mark Utecht	St. Paul, MN
	U2	Wayne Prochaska	Lake Orion, MI
	O4	Chris Czyio	Flushing, MI
1997	O2	Mark Utecht	St. Paul, MN
	U2	Wayne Prochaska	Lake Orion, MI
	O4	Chris Czyzio	Flushing, MI
1996	O2	Chris Czyzio	Flushing, MI
	U2	Bob Nielsen	St. Paul, MN
	O4	Ken Stewart	Grove, OK
1995	O2	Mike Hurst	Pendleton, IN
	U2	Alan Fahrner	Canton, OH
	O4	Ken Stewart	Grove, OK
1994	O2	Mike Hurst	Pendleton, IN
	U2	Bob Nielson	St. Paul, MN
	O4	Ken Stewart	Grove, OK
1993		Mike Hurst	Pendleton, IN
1992		Pete Cunningham	Milwaukee, WI
1991		W.G. Giles	Midland, MI
1990		Stuart Sarasin	Marquette, MI
1989		Erik Zenz	New Berlin, WI
1988		Mike Purzycki	Fenton, MI
1987		Jim Warren	Midland, MI
1986		Carl Kieranen	Toivola, MI
1985		Tom Bell	Williamsburg, MI
1984		Jim Warren	Midland, MI

CENDIV CO-DRIVER			
1999	Open	Richard Faber	Blaine, MN
	G5	Jeff Secor	Hudsonville, MI
	G2	Allan Kintigh	Brooklyn Park, MN
	PGT	Eric Carlson	Oregon, WI
	P	Emily Burton-Weinman	Minneapolis, MN
1998	O2	Jeff Secor	Hudsonville, MI
	U2	Annette Prochaska	Lake Orion, MI
	O4	Eric Carlson	Oregon, WI
1997	O2	Paul Schwerin	Coon Rapids, MN
	U2	Annette Prochaska	Lake Orion, MI
	O4	Eric Carlson	Hermantown, MN
1996	O2	Eric Carlson	Hermantown, MN
	U2	John Atsma	Grand Rapids, MI
	O4	Doug Dill	Minneapolis, MN
1995	O2	Rob Bohn	Plain City, OH
	U2	Kevin West	Bolivar, OH
	O4	George Bittner	Grove, OK
1994	O2	Rob Bohn	Indianapolis, IN
	U2	Kevin West	Bollvar, OH
	O4	Bill Westrick	Rochester, MN
1993		Brent Cary	Indianapolis, IN
1992		Cindy Krolikowski	Wyandotte, MI
1991		Bob Pierce	Midland, MI
1990		Joyce Sarasin	Marquette, MI
1989		Brian Berg	Milwaukee, WI
1988		Dan Wernette	Warren, MI
1987		Dan Wernette	Warren, MI
1986		Diane Sargent	Proctor, MN
1985		Mary Jo Czyzio	Traverse City, MI
1984		Bob Burton	Appleton, WI

SOWEST/MIDDIV DRIVER

1999	Open	Arthur Odero-Jowi	Arlington, TX
	G5	Richard Miller	
1998	O2	Not awarded	
	U2	Not awarded	
	04	Not awarded	
1997	O2	Not awarded	
U2		Not awarded	
O4		Karen Burrows	Tempe, AZ
1996	O2	John Moore	Little Rock , AR
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Not available	
1995	O2	John Moore	Little Rock , AR.
	U2	Joey Odero-Jowi	Arlington, TX
	O4	Scott Justus	Jonesboro, AR
1994	O2	Dave Thomas	St. Charles, MO
	U2	"Doc" Shrader	W.Memphis, AR
	O4	Scott Justus	Payetteville, AR
1993		Ken Stewart	Grove, OK
1992		Dave Thomas	St. Charles, MO
1991		Ken Stewart	Grove, OK
1990		James L. Dale, Jr.	Conway, AR
1989		Dave Thomas	Cedar Hill, TX
1988		Dave Thomas	Cedar Hill, TX
1987		Steve Culp	Knoxville, TN
1986		Dean Blagowsky	Timberon, NM
1985		Hazzie Quick	Timberon, NM
1984		Dean Blagowsky	Pinon, NM

MIDDIV

1999	G5	Jim Dale	Conway, AR
	G2	Mike Halley	Sand Springs, OK
	P	Mike Halley	Sand Springs, OK

***MIDDIV was listed with RMDIV until 1994 when it was combined with SWDIV.**

SOWEST/MIDDIV CO-DRIVER

1999		Not awarded	
1998	O2	Not awarded	
	U2	Not awarded	
	04	Not awarded	
1997	U2	Hi Shin Shim	Dallas, TX
	O4	Doc Shrader	W. Memphis, AR
1996	O2	Billy Beber	Unknown
	U2	Not awarded	
	O4	Doc Shrader	W. Memphis, AR
1995	O2	Don Hanke	Flower Mound, TX
	U2	Juanita Miller	Sachse, TX
	O4	Doc Shrader	W. Memphis, AR
1994	O2	Don Hanke	Flower Mound, TX
	U2	Don Gage	W.Memphis, AR
	O4	Steven Scott	W.Memphis, AR
1993		Bob Logue	Garland, TX
1992		Doug Otoupal	Ft. Davis, TX
1991		Tom Schlegel	Odessa, TX
1990		Dan Pillow	Dallas, TX
1989		Dan Pillow	Dallas, TX
1988		Karen Burrows	N. Little Rock, AR
1987		Karen Burrows	N. Little Rock, AR
1986		Sherri Morgan	Alamogordo, NM
1985		Susan Quick	Timberon, NM
1984		Sherri Morgan	Alamogordo, NM

RMDIV DRIVER

1998	O2	Not awarded	
	U2	Not awarded	
	O4	Not awarded	
1997	O2	Mick Kilpatrick	Durango, CO
	U2	Richard Losee	Provo, UT
	O4	Not awarded	
1996	O2	Mick Kilpatrick	Durango, CO
	U2	David Peterson	Aspen, CO
	O4	Robert Gilliard	Aurora, CO
1995	O2	Bob Burtis	Indian Hills, CO
	U2	John Golden	Lakewood, CO
	O4	Larry Schmidt	Broomfield, CO
1994	O2	Bob Burtis	Indian Hills, CO
	U2	Mike Whitman	Farmington, NM
	O4	Larry Schmidt	Broomfield, CO
1993		Mike Whitman	Farmington, NM
1992		Barry Beal	Denver, CO
1991		Clay Thomas	Denver, CO
1990		John McGrigg	Waukesha, WI
1989		Regan Smolkovich	Denver, CO
1988		Ken Stewart	Grove, OK
1987		Clay Thomas	Denver, CO
1986		Ken Stewart	Grove, OK
1985		Ken Stewart	Grove, OK
1984		Robert Hancock	Tulsa, OK

RMDIV CO-DRIVER

1998	02	Not awarded	
	U2	Not awarded	
	04	Not awarded	
1997	O2	Not awarded	
	U2	Kent Livingston	Salt Lake City, UT
	O4	Not awarded	
1996	O2	Doug Robinson	Englewood, CO
	U2	Rob Seidel	
	O4	Mary Engstrom	Golden, CO
1995	O2	James Burtis	Morrison, CO
	U2	Greg Chalupka	Aspen, CO
	O4	Mary Engstrom	Golden, CO
1994	O2	Rick Burtis	Morrison, CO
	U2	Kevin Linville	Durango, CO
	O4	Ralph Starr	Alamagordo, NM
1993		Kevin Linville	Durango, CO
1992		Stuart Beal	Tulsa, OK
1991		Dan Gensheimer	Aurora, CO
1990		Regan Smolkovich	Denver, CO
1989		Ralph Starr	Alamogordo, MN
1988		Jannel James	Grove, OK
1987		Kathleen Nordine	Denver, CO
1986		Mike Muenter	St. Peters, MO
1985		Mike Muenter	St. Peters, MO
1984		Steve Schroeder	Tulsa, OK

- MIDDIV was included with the RMDIV until 1993; beginning 1994, MIDDIV was combined with SWDIV.

SOPAC DRIVER			
1999	Open	Doug Robinson	Ramona, CA
	G5	Paul Bojinov	San Diego, CA
	G2	Chad Dykes	Escondido, CA
	PGT	Roger Hull	Prescott, AZ
	P	Mark Brown	Mesa, AZ
1998	O2	Doug Robinson	Ramona, CA
	U2	Steve Bender	CoronaDel Mar, CA
	O4	Rui Brasil	San Jose, CA
1997	O2	George Plsek	Sylmar, CA
U2		Bill Malik	Burbank, CA
O4		Ron Wood	Costa Mesa, CA
1996	O2	George Plsek	DelMar, CA
	U2	Bill Malik	Burbank, CA
	O4	Dennis Chizma	Simi Valley, CA
1995	O2	Lon Peterson	Victorville, CA
	U2	Jeff Hendricks	Prescott, AZ
	O4	Chris Weleff	Riverside, CA
1994	O2	Lon Peterson	Victorville, CA
	U2	Jeff Hendricks	Prescott, AZ
	O4	Mitch McCullough	Irvine, CA
1993		Todd Bawden	Costa Mesa, CA
1992		Lon Peterson	Victorville, CA
1991		Lon Peterson	Victorville, CA
1990		Gary Luke	Morgan Hill, CA
1989		Jeff Griffin	Tujunga, CA
1988		Lon Peterson	Victorville, CA
1987		Bill Holmes	Malibu, CA
1986		Lon Peterson	Victorville, CA
1985		Scott Child	Santa Ana, CA
1984		Mike Whitman	Prescott, AZ

SOPAC CO-DRIVER			
1999	Open	Sue Robinson	Ramona, CA
	G5	Julian Ragalie	Valley Village, CA
	G2	Pete Morris	Los Angeles, CA
	PGT	John Dillon	Thousand Oaks, CA
	P	Ole Holter	Long Beach, CA
1998	O2	Sue Robinson	Ramona, CA
	U2	Craig Mchugh	Irvine, CA
	O4	Carlos Tavares	San Jose, CA
1997	O2	Mark Rathsam	Del Mar, CA
	U2	Farina O'Sullivan	San Francisco, CA
	O4	Kelly Walsh	Costa Mesa, CA
1996	O2	Mark Rathsam	Del Mar, CA
	U2	Bill Staley	Perris, CA
	O4	Carlos Tavares	San Jose, CA
1995	O2	Bill Gutzmann	Ontario, CA
	U2	Noble Jones	Prescott, AZ
	O4	Brian Paul	Anaheim, CA
1994	O2	Bill Gutzmann	Ontario, CA
	U2	Kelly Walsh	Costa Mesa, CA
	O4	Scott Webb	Hermosa Bch, CA
1993		Cal Coatsworth	Corona Del Mar, CA
1992		Chris Griffin	Burbank, CA
1991		Jim Love	Upland, CA
1990		Mark Williams	Gaithersburg, MD
1989		Camille Griffin	Tujunga, CA
1988		Jim Love	Upland, CA
1987		Jim Rogers	Van Nuys, CA
1986		Jim Love	Upland, CA
1985		Pat McMahon	El Toro, CA
1984		Lynnette Allison	Corona, CA

NORPAC DRIVER

1999	Open	Lauchlin O'Sullivan	San Fran., CA
	G5	Dave Hintz	Olympia, WA
	G2	Noah Third	Milwuakie, OR
	PGT	Patrick Richard	Vancouver, BC
	P	Jon Tabor	Westlinn, OR
1998	O2	Vance Walker	Newberg, OR
	U2	Dave White	Canada
	O4	Janice Damitio	Montesano, WA
1997	O2	John Lane	Bellevue, WA
	U2	Todd Hartman	Issaquah, WA
	O4	Tim Paterson	Redmond, WA
1996	O2	Monty Horn	Olympia, WA
	U2	Jack Horn	Rainier, WA
	O4	Janice Damitio	Montesano, WA
1995	O2	Ralph Kosmides	Newport Bch, CA
	U2	Simon Levear	Tigard, OR
	O4	Janice Damitio	Montesano, WA
1994	O2	Duane Bender	Bellevue, WA
	U2	Goran Ostlund	New Orleans, LA
	O4	Dale Beard	Bims, WA
1993		Greg Lund	Kent, WA
1992		Greg Lund	Kent, WA
1991		Grant Whiting	Olympia, WA
1990		John Christensen	Edmonds, WA
1989		Mark Qvale	Kent, WA
1988		Grant Whiting	Olympia, WA
1987		Steve Roberts	Belleview, WA
1986		Grant Whiting	Olympia, WA
1985		Steve Roberts	Bellevue, WA
1984		Kevin Gordham	Olympia, WA

NORPAC CO-DRIVER

1999	Open	Jon Oxford	San Fran, CA
	G5	Doug Chase	Everette, WA
	G2	Jason Lane	Burnaby, BC
	PGT	Kristen Tabor	Westlinn, OR
	P	Kevin Poirier	Rainier, OR
1998	O2	Karen Walker	Newberg, OR
	U2	Ben Bradley	Portland, OR
	O4	Amity Trowbridge	Olympia, WA
1997	O2	Scott Huhn	Seattle, WA
	U2	Kirk Knestis	Seattle, WA
	O4	Kara Unger	Clackamas, OR
1996	O2	Scott Simons	Tumwater, WA
	U2	Eric Schlid	Tacoma, WA
	O4	Amity Trowbridge	Seattle, WA
1995	O2	Penny Paterson	Redmond, WA
	U2	Lee Shadbolt	Tigard, OR
	O4	Ben Bradley	Portland, OR
1994	O2	Mary Jo Czyzio	Flushing, MI
	U2	Steve Baker	Snohomish, WA
	O4	Richard Simons	Bonney Lk, WA
1993		Lynne Lund	Kent, WA
1992		Lynne Lund	Kent, WA
1991		Ray Damitio	Olympia, WA
1990		Rod Chelgren	Renton, WA
1989		Casey Qvale	Kent, WA
1988		Ray Damitio	Olympia, WA
1987		Don Gibson	Belleview, WA
1986		Ray Damitio	Olympia, WA
1985		Casey Qvale	Kent, WA
1984		Phil Bain	Tacoma, WA

BEST EVENT WITHIN DIVISION

This award is established to recognize and reward the efforts of the organizing committee of ***ClubRally*** events without whom the ***ClubRally*** Series could not function. Selection will be made on the basis of the top scoring event using the following formula: 50% results of competitor evaluation reports (CER's). Events must have a 50% return rate on CER's in order to be eligible; 25% - evaluation of the event Steward; and 25%- evaluation of ***ClubRally*** Steward. This award will be presented at individual Divisional Awards Ceremonies. This event will be recommended to the PRB as one of the seven finalists for "***ClubRally*** of the Year".

***ProRally* PROFESSIONAL PRESENTATION AWARD**
New award for 2000

ClubRally (Formerly DIVISIONAL *ProRally*) OF THE YEAR

Each season the PRB will declare one event "***ClubRally*** of the Year." Selection will be made from the seven best Divisional events (one from each Division as selected by the ***ClubRally*** Steward) on the basis of the following: results of competitor evaluation report; events must get 50% of their CER's returned to be eligible; evaluation of event Steward, ***ClubRally*** Steward, and PRB. ***ClubRally*** Stewards must forward documentation to the RSD.

YEAR	EVENT	REGION	ORGANIZER
1999	Black River Stages	Blue Mtn.	Greg Healey
1998	Not awarded		
1997	Treeline	Cal Club	Lon Peterson & Adrienne Scott
1996	Headwaters	Land O'Lakes	Karen Freund
1995	Ski Sawmill	Blue Mountain	Lesley Suddard & Ken Beard
1994	Twin Peaks	Northwest	
1993	Not awarded		
1992	Doo Wop Series	Northwest	Ray Damitio, Ben Bradley, & Toni Branshaw
1991	Gold Rush	Colorado	Regan Smolkovich
1990	Gold Rush	Colorado	Regan Smolkovich
1989	Mediquick Cherokee NE	Oklahoma	Ken Stewart
1988	Gold Rush	Colorado	Regan Smolkovich
1987	Chattahooche Forest	Atlanta	Martin George
1986	John's River Lodge	Northwest	John Forespring
1985	Gold Rush	Colorado	Regan Smolkovich
1984	Lac Vieux Rally	Lake Superior	Greg Beukema

ClubRally REGION OF THE YEAR

This award is established to promote the involvement of individual Regions and their members in the growth of the ***ClubRally*** Program. Each year the PRB will honor one Region that has conducted a balanced and successful ***ClubRally*** Program. Initial recommendations will be made by the ***ClubRally*** Steward with further recommendations from the PRB, individual Regions, and the Rally community. Programs will be judged on the basis of balance of events within the program, successful conduct of events, growth of program in terms of events, competitors and organizers, etc. The PRB will determine the recipient each year and make the award presentation at the National Convention. Nominations must be made in writing to the RSD within 30 days of the end of the ***ClubRally*** season.

YEAR	REGION	REGIONAL EXECUTIVE
1999	Oregon	Donna Battin
1998	Not awarded	
1997	Land O'Lakes	Beryl Ann Burton
1992	Northwest	Bill McGillin
1990	Northwest	Bill McGillin
1989	Blue Mountain	David Sekella
1988	Lake Superior	Tom VanDamme
1987	Northwest	Wayne Erickson
1986	Northwest	Wayne Erickson

Divisional *ClubRally* PROGRAM OF THE YEAR

This award is established to honor and recognize the efforts of ***ClubRally*** Stewards, their event organizers, participating SCCA Regions, and ***ClubRally*** participants. Each year the PRB will select the Divisional ***ClubRally*** Program that most closely meets the established goals for a well-balanced and successful program. Balance of number, type and quality of events—rallies, sprints, schools, training sessions, number of participating Regions, attraction of new ***ClubRally*** participants, etc.—will determine the selection. The award presentation will be made at the SCCA National Convention.

YEAR	STEWARD	DIVISION
1999	Lesley Steward	NEDIV
1996	Not Awarded	
1995	Bruce Weinman	CENDIV
1994	John Forespring	NORPAC
1993	Paula & Mike Gibeault	SOPAC
1992	John Forespring	NORPAC
1991	Jim Kloosterman	SOPAC
1990	John Forespring	NORPAC
1989	Bob Lyle	NEDIV
1988	Kevin Mays	MIDDIV
1987	Lynnette Allison	SOPAC
1986	Lynnette Allison	SOPAC

NORTH AMERICAN RALLY CUP AWARDS (NARC)

OVERALL DRIVER

1999	Frank Sprongl	Mississauga, ONT
1998	Carl Merrill	Ogunquit, ME
1997	Frank Sprongl	Mississauga, ONT
1996	Carl Merrill	Ogunquit, ME
1995	Frank Sprongl	Mississauga, ONT
1994	Frank Sprongl	Mississauga, ONT
1993	Carl Merrill	Ogunquit, ME
1992	Paul Choiniere	Shelburne, VT
1991	Bruno Kreibich	Ridgewood, NY
1990	Bruno Kreibich	Ridgewood, NY
1989	Paul Choiniere	Williston, VT
1988	Paul Choiniere	South Burlington, VT
1987	John Buffum	Colchester, VT
1986	John Buffum	Colchester, VT
1985	John Buffum	Colchester, VT
1984	John Buffum	Colchester, VT
1983	John Buffum	Colchester, VT
1982	Taisto Heinonen	Surrey, BC
1981	Taisto Heinonen	Surrey, BC
1980	John Buffum	Colchester, VT
1979	Taisto Heinonen	Langley, BC
1978	John Buffum	Colchester, VT
1977	John Buffum	Colchester, VT
1976	John Buffum	Colchester, VT

OPEN DRIVER

1999	Frank Sprongl	Mississauga, ONT
1998	Carl Merrill	Ogunquite, ME
1997	Frank Sprongl	Mississauga, ONT
1996	Carl Merrill	Ogunquit, ME
1995	Frank Sprongl	Mississauga, ONT
1994	Frank Sprongl	Mississauga, ONT
1993	Carl Merrill	Ogunquit, ME

PRODUCTION DRIVER

1999	Karl Scheible	Spenceport, NY
1998	Jay Kowalik	Raymond, OH
1997	Peter Watt	Peterborough, ONT.
1996	Peter Watt	Peterborough, ONT
1995	Bob Elliott	Rutland, VT
1994	Walt Petersen	Olds, ALB
1993	Barry Latreille	Williamstown, ONT
1992	Barry Latreille	Williamstown, ONT
1991	Sylvain Vincent	Quebec, Canada
1990	C. Mark Molnar	Newark, OH
1989	Tim O'Neil	Whitefield, NH
1988	Dan Gilliland	Ann Arbor, MI
1987	Niall Leslie	Ontario, Canada
1986	Nelson Shepard	Williston, VT

OVERALL CO-DRIVER

1999	Dan Sprongl	Mississauga, ONT
1998	Lance Smith	Colchester, VT
1997	Dan Sprongl	Mississauga, ONT
1996	John Bellefleur	Toronto, ONT
1995	Jeff Becker	Great Neck, NY
1994	Jeff Becker	Great Neck, NY
1993	Jeff Becker	Great Neck, NY
1992	Jeff Becker	Great Neck, NY
1991	Jeff Becker	Great Neck, NY
1990	Jeff Becker	Great Neck, NY
1989	Joe Andreini	Grosse Pointe Pk, MI
1988	Clark Bond	Bay City, MI
1987	Tom Grimshaw	Overland Park, KS
1986	Tom Grimshaw	Overland Park, KS
1985	Tom Grimshaw	Overland Park, KS
1984	Tom Grimshaw	Overland Park, KS
1983	Doug Shepherd	Livonia, MI
1982	Doug Shepherd	Livonia, MI
1981	Tom Burgess	Burnaby, BC
1980	Doug Shepherd	Ann Arbor, MI
1979	Tom Burgess	Vancouver, BC
1978	Doug Shepherd	Ann Arbor, MI
1977	"Vicki"	Shelburne, VT
1976	John Bellefleur	Toronto, ONT

OPEN CO-DRIVER

1999	Dan Sprongl	Mississauga, ONT
1998	Lance Smith	Colchester, VT
1997	Dan Sprongl	Mississauga, ONT
1996	Jeff Becker	Great Neck, NY
1995	John Bellefluer	Thornhill, ONT
1994	Jeff Becker	Great Neck, NY
1993	James Wilson	New York

PRODUCTION CO-DRIVER

1999	Gail McGuire	Avon, NY
1998	Not awarded	
1997	Dick Casey	Fairfax Station, VA
1996	Dick Casey	Fairfax Station, VA
1995	Dick Casey	Fairfax Station, VA
1994	Harry Pressey	St. Thomas, ONT
1993	Sandra Latreille	Williamstown, ONT
1992	Sandra Latreille	Williamstown, ONT
1991	Paul Turgeon	Quebec, Canada
1990	Yorgi Bittner	Plain City, OH
1989	Martin Headland	Calgary, ALB
1988	Betty-Ann Gilliland	Ann Arbor, MI
1987	Betty-Ann Gilliland	Ann Arbor, MI
1986	Diane Houseal	Lansdale, PA

NORTH AMERICAN RALLY CUP AWARDS (NARC), cont.

PRODUCTION GT DRIVER

1999	Lee Shadbolt	Tigard, OR
1998	Not awarded	
1997	Bill Driegert	Atlanta, GA
1996	Selcuk Karamanoglu	Bath, ME
1995	Vincent Sylvain	Unknown
1994	Selcuk Karamanoglu	Bath, ME
1993	Tom McGeer	Ontario, Canada
1992	Not awarded	
1991	Jim Wilson	New York
1990	Alan Freed	Alexandria, VA
1989	Doug Shepherd	Plymouth, MI

GROUP A DRIVER

1990	Class discontinued	
1989	Demetrious Andreou	Thornhill, ONT
1988	Paul Choiniere	South Burlington, VT
1987	Jean Paul Perusse	Canada
1986	Walter Boyce	Ottawa, ONT

GROUP A CO-DRIVER

1990	Class discontinued	
1989	Dave Gill	Scarborough, ONT
1988	Martin Headland	Mississauga, ONT
1987	Martin Headland	Canada
1986	Terry Epp	Stouffville, ONT

PRODUCTION GT CO-DRIVER

1999	TBA	
1998	Not awarded	
1997	Hi Shin Shim	Dallas, TX
1996	Yorgi Bittner	Plain City, OH
1995	C. Mantopoulos	Staten Island, NY
1994	John McArthur	Honeoye Falls, NY
1993	Trish Sparrow	Ontario, Canada
1992	Not awarded	
1991	James Wilson	New York
1990	Jim Kloosterman	Hartsville, SC
1989	Joe Andreini	Grosse Pointe Pk, MI

LIFETIME POINTS (1970-1999)

The Life Standings are based on individual competitors' placing in the first ten overall finish positions (worth 20, 15, 12, 10, 8, 6, 4, 3, 2, and 1 point, respectively). All (National) ***ProRally*** events conducted through the end of 1999 and all eight SCCA sanctioned FIA-International "stand-alone" rallies held since 1970 are included in these calculations. Competitors (driver and co-driver) with 20 or more points are shown below. Lifetime points were previously compiled by Harry M. Handley (1933 - 1995) and will continue to be maintained by the RSD.

Questions or comments regarding the standings should be addressed directly to, SCCA Rally/Solo Department, 9033 E. Easter Pl., Englewood, CO 80112, (303) 779-6622, fax (303) 694-3654.

DRIVER	
Grandmaster (400+)	
John Buffum	1650
Rod Millen	1480
Paul Choiniere II	1170
Bruno Kreibich	569
Jon Woodner	538
Doug Shepherd	527
Carl Merrill	432
Master (200-399)	
Chad DiMarco	399
Hendrick Blok	388
Guy Light	365
Henry Joy IV	331
Scott D. Harvey	321
Gene Henderson	320
John Smiskol	314
Eric Jones	284
Noel Lawler	268
John Woolf	248
Frank Sprongl	225
Jim Walker	217
Jeff Zwart	211
Steve Nowicki	207
Expert (100-199)	
Cal Landau	198
Larry Schmidt	187
John Chalmers	180
Tim O'Neil	177
Taisto Heinonen	172
Selcuk Karamanoglu	162
Clive Smith	157
Wayne Baldwin	156
John Rogers	153
Tom Ottey	132
Jean-Paul Perusse	131
Steve Gingras	120
Bob Hourihan	117
Richey Watanabe	110
Alex Liversidge	109
Sam Bryan	108
Jon Davis	108
Henry Krolikowski	105
Ralph Kosmides	105
Dick Turner	104
Karl Scheible	103
Niall Leslie	102
Mike Whitman	100
Senior (50-99)	
Garen Sharder	98
Walter Boyce	95
Tom Tolles	91
David Summberbell	90
Mark Hardymon	89
Dan Goodwin	88
Bill Homes	86
Mike Gibeault	82
Roy Donison	80
Jon Kemp	80
Ralph Brooks	79
Peter Moodie	78
Vincente Frontinan	77
Steve Millen	77
John Crawford	75
Dick Corley	75
Brian Rebney	74
Erik Zenz	69
George Beavis	67
Steve Roberts	65
Gary Eaton	65
Erhard Dahm	65
Guenter Kern	63
Alan Carter	63

Peter Lahm	60
Hanny Mikkola	60
Steve Parker	59
Dan Gilliland	56
Lon Peterson	56
Gary Ruiz	53
Dave White	53
Arthur Ragazzi	51
Sven Halle	50

Avanced (20-29)

Don Jankowski	49
Bruce Newey	48
Ron Hayslett	47
Markku Alen	47
Bob Chandler	47
Dan Holt	46
Mike Hurst	45
Garry Henderson	43
Bill Malik	42
Richard Kelsey	41
Gordon Lansdell	41
Goran Ostlund	41
Rui Brasil	41
Ray Hocker	40
Dave Lapham	40
Stig Blomqvist	40
Paul Greven	39
Ola Stromberg	39
Todd Bawden	38
Roger Hull	38
Tony Takaori	37
Scott Child	37
Peter Cunningham	37
Leonard Jensen	37
Greg Lund	37
Carl Jardevall	36
Chris Czyzio	36
Miki Biasion	35
Juha Kankkunen	35
Randy Black	34
Janice Damitio	34
W.G. Giles	33
Richard Swenson	33
Mike Purzycki	33
John Davis	33
Cam Warren	32
Bill Moore	32
Jim Olinger	31
Bo Skowronnek	31
Dan Coughnour	30
Hiroyuki Genta	30
Dick Zwitzer	29
Pat Ayer	28
Tad Ohtake	26
Gene Albright	26
Gary Gooch	26
Bob Laton	26
Al Schmidt	26
Ron Richardson	25
Jan Jolles	25
Sobieslaw Zasada	24
Bill Dodd	24
Gail Truess	24
Jon Nichols	24
Colin Whittingham	23
R. Dale Kraushaar	22
Ken White	22
John Witt	21
Dan Thiel	21
Yann Cadoret	20
Sarel Van Der Merwe	20
Marek Baranski	20
Jean-Paul Luc	20
Jean-Luc Therier	20
Dan Sabourin	20
Bill Brooks	20

CO-DRIVER

Grandmaster (400+)

Jeff Becker	985
Doug Shepherd	857
Tom Grimshaw	684
R. Dale Kraushaar	653
Erick Hauge	547
Harry Ward	544
Ginny Reese	468
Joe Andreini	404

Master (200-399)

John Bellefleur	361
Tony Sircombe	345
Jim Brandt	319
Clark Bond	309

Martin Headland	302
Michael Fennell	299
Charles Bradley	281
Grant Whittaker	248
Ken Pogue	245
Scott Weinheimer	234
Dan Sprongl	228
Lance Smith	226
Walt Krafft	209
Vicki Dykema (Buffum)	207

Expert (100-199)

Eric Marcus	191
Wayne Zitkus	188
Brian Maxwell	177
Roger Sieling	162
Jon Wickens	162
John Buffum	161
Tom Burgess	160
Pete Gladysz	158
Linda Wilcox	150
Cindy Krolikowski	142
Cal Coatsworth	138
Tom Drake	136
Chris Griffin	134
Rod Hendricksen	131
Pam McGarvey	129
Bill Potvin	125
Neil Wilson	117
Howard Watanabe	110
Mark Howard	107
Joe Noyes	106
Yorgi Bittner	102
David Stone	101

Senior (50-99)

Damon Trimble	98
Terry Palmer	94
Rob Walden	93
Carol Smiskol	91
Bill Westrick	89
Jim Kloosterman	87
Randy Graves	86
Debbie Baldwin	85
Brian Berg	85
Ty Holmquist	84
Matt Chester	83
Russ Hughs	83
Rod Sorenson	81
Steve Ruiz	79
Erick Brooks	79
Janie Rodgers	78
Craig Marr	77
Ron Richardson	74
Mike Chern	73
Frank Arruda	73
Paula Gibeault	70
Jean Rizor	60
Dick Messal	60
Lynnette Allison	57
Ken Cassidy	57
David White	56
Dave Weiman	56
Dan Johnston	56
Betty-Ann Gilliland	56
Mike Parris	55
Fred Gallagher	54
Don Gibson	54
Carolyn Eaton	54
Joe Lebeau	53
Bill Gutzman	53
John McArthur	52
Jean Lindamood	51
Albert Ragazzi	51
Jerry Hinkle	50
Doc Shrader	50

Advanced (20-49)

Larry Dea	49
Eric Carlson	49
Tom King	47
George Bittner	47
Cam Warren	46
Mike Van Loo	45
Jim Rogers	45
Amity Trowbridge	45
Bill Westall	45
Raymond Cadieux	44
John Grimshaw	44
Rob Bohn	44
Randy Hensley	43
Dave Orrick	43
Louis Belanger	42
Don Jekal	42
Steve Baker	41

Roger Blain	41
Carlos Tavares	40
Gail McGuire	40
Jim Roller	39
Scott Hughes	38
Karen Landua	38
Tony Lumino	38
Tom Bell	37
Ben Greisler	37
Tiziano Siviero	35
Ralph Beckman	35
Juha Piironen	35
Bob Pierce	34
Ben Bradley	34
Terry Arnold	33
Rich Stuetzel	33
Ken Middleton	33
Karen Davis	33
Dave Poston	33
Lynn Nixon	32
Iikka Kivimaki	32
Lynne Lund	31
Doug Nerber	31
Brian Fox	31
Andy Feldman	31
Farina O'Sullivan	31
Sven Bergvall	30
Susan Ferrettir	30
Ray Hocker	30
Phyllis Chandler	30
Malcolm Smith	30
Jack Sreenam	30
Kazumasa Takata	30
Mark Williams	30
Doug Foster	29
John Campbell	28
Franco Soldati	28
Dick Bartelt	28
Tom Wreesman	27
Steve Stevenson	27
Larry Schmidt	27
Ken Adams	26
Judi Gooch	26
Doug Woods	26
Diane Housel	26
Steve Laverty	25
Ray Thompson	25
John Ramsey	25
Bob Martin	25
Paul Eklund	25
Trish Sparrow	24
Steve Nowicki	23
Steve Feuerhelm	23
Rob Cherry	22
Gene Kaczmarek	22
Bill Gilley	22
W. David Watts	22
Brian Paul	21
Bob "Buzz" Davis	21
Wojiek Schramm	20
Sam Moses	20
Paul Kluckner	20
Mike Franchi	20
Leon LeJeune	20
Frederic Le Chanu	20
Franz Boshoff	20
Fabrizia Pons	20
Christian del Ferrier	20
Bill Banger	20
Arnie Hertz	20
Antoine Jaquot	20

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A complete list of SCCA rule books and club merchandise is available upon request.

ACRONYMS/ABBREVIATIONS

ACCUS	Automobile Competition Committee for the U.S. The ASN of the United States.
ASN	National Sporting Authority. A national governing body of automobile competitions recognized by the FIA.
ATC	Arrival time control
D.O.T.	Department of Transportation
CRSM	***ClubRally*** Series Manager
DNF	Did Not Finish
DNS	Did Not Start
FIA	Federation Internationale de l'Automobile. The international Federation of National Automobile Clubs.
GCR	General Competition Rules. Rules established by the SCCA.
MPE	Maximum permitted earliness.
MPL	Maximum permitted lateness
MTC	Main time control
PRSS	***ProRally*** Series Steward (National level).
OEM	Original Equipment Manufacturer
RFO's	Rules for Organizers. This document includes (National) ***ProRally*** and (Divisional) ***ClubRally*** rules for organizers, as well as safety requirements, required forms, and sample supplementals.
RSD	Rally/Solo Department - administers the ***ProRally***, ***ClubRally***, RoadRally, and Solo programs for the SCCA.
SAE	Society of Automotive Engineers
SCCA	A non-profit organization incorporated within the state of Connecticut. Dedicated to the ownership, operation, and preservation of sports cars, and the arrangement and regulation of sports car events and exhibitions, the encouragement of safe and sportsmanlike conduct on public highways, and the development of technical information relevant to any of these purposes. The SCCA is delegated the authority to sanction FIA-listed events by ACCUS-FIA.
SuperD	Super Divisional Series (held 1996-97 only)

GLOSSARY

ATC Arrival Time Control. Located before a stage start. You must enter in your assigned minute. An ATC is followed by a Stage Start, where you are counted down to your assigned start time on the stage.

Bogey Time This is the longest stage time that can be taken before Lateness Penalty points are accumulated towards MPL. In the event routebook, the Bogey Time is listed on the top of the Stage page, on the right side.

Co-Driver Instructs the driver on the upcoming route by communicating to the driver which direction the road takes via a route book supplied by event organizers (a.k.a. navigator).

FTC Finish Time Control. Used at the finish of stages. You must stop to get your stage time, after passing the flying finish sign (or mark, etc.).

Group 2 Two-wheel drive cars with normally aspirated, small displacement engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 2400cc.

Group 5 Two-wheel drive cars with normally aspirated, turbo or supercharged engines with Open Class style modifications allowed. Adjusted engine displacement is limited to 5100cc.

MPE Maximum Permitted Earliness, is the total earliness you may accumulate on transits, before being excluded from the event.

MPL Maximum Permitted Lateness, is the total lateness you may accumulate on stage and transit travel before being excluded from the event.

MTC Main Time Control used at the start and finish of rally sections. At an MTC-In Control you may enter before your assigned time. At a MTC-Out Control you must enter in your assigned minute.

Parc Expose A location where competitors are required to display their cars for public viewing. Competitors and service crews are allowed to work on their vehicles.

Parc Ferme A secured location where competitors may be required to leave their cars. Access is granted to rally officials only; however, competitors will be allowed to enter ten minutes before their start time. During this time competitors are not allowed to check, tune, or repair vehicles. This includes changing tires and refueling.

Production Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement is limited to 2650cc.

Production GT Street-licensed vehicles offered for sale in the United States. Adjusted engine displacement over 2650cc.

Red Cross The back cover of the event route book must show a large Red Cross, to be used in an emergency (such as an injury accident) to stop the next rally cars upon the scene.

Quiet Zones Portions of the route with the following requirements: maximum speed 5mph below the legal speed limit, low beams only, minimum noise. Competitors who do not adhere to the rules are penalized.

Route Book Instructions and a map of the ***ProRally*** or ***ClubRally*** stages. Competitors follow the course by following the route book. Competitors are not allowed to practice stages.

RGC Regrouping Control. Used at the entrance and exit of a regrouping area, like service, to shorten the interval between cars. You must enter in your assigned minute.

Scrutineering Every ***ProRally*** and ***ClubRally*** competition vehicle must successfully pass scrutineering (technical inspection).

Special Stage Competition section where the road is closed and competitors run flat-out at one to two-minute intervals.

Time Control "Marshals" are stationed at starts and finishes of special stages and on transit sections. Each team's time is recorded on official time cards by the marshals.

Transit Section Non-competition sections that allow competitors to move from one special stage to another. All posted and non-posted rules of the road must be adhered to. Competitors have a certain amount of time to complete transits.

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